

OCT 27 '53

ATLANTIC FISHERMAN

OCTOBER
1953

SERVING ATLANTIC COAST • GULF OF MEXICO • GREAT LAKES

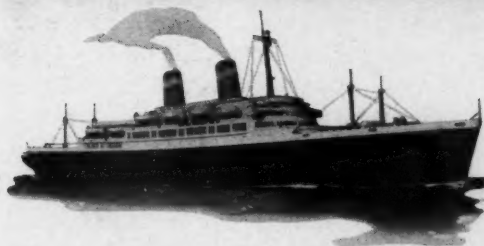


Wears Longer...

Columbian Manila Rope is treated
with special lubricants to reduce
internal friction and
retard internal wear.




The S. S. Constitution shown here is owned by American Export Lines, Inc., which operates 44 ships from United States North Atlantic ports to North Africa, Mediterranean, Black Sea, Red Sea, India, Pakistan, Ceylon and Burma. This company has consistently used Columbia Manila Rope for many years.



C O L U M B I A N R O P E C O M P A N Y , A U B U R N , N E W Y O R K

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The Fairbanks-Morse Opposed Piston Diesel
Model 38F 5 $\frac{1}{4}$. 225 to 750 horsepower.
Diesel, Dual Fuel and Spark-Ignition options.
Other O-P engines available in
horsepower ratings to 2400.

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It was designed and built without thought of price... built only to give the maximum of heavy-duty horsepower in a minimum of space... plus an unvarying reliability upon which you could stake a balance sheet of operating costs and profits.

The price?

Not quite as low as conventionally designed and conventionally manufactured engines, but low enough to

insure that no one who wants and needs an engine which gives more, need forego its ownership. For the more difficult tasks of producing power, this engine is a fulfilling answer.

Fairbanks, Morse & Co., Chicago 5, Illinois.



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DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • FARM MACHINERY • MAGNETOS

"Outward bound" for bigger profits



More and more commercial fishing vessels are using Esso Marine Products

Smart skippers know that they can depend on the high quality of Esso Marine Products to meet the rugged requirements of commercial fishing. That's why more and more marine engines from the "Eastcoast" to the "Gulf" are using famous Esso marine fuels and lubricants to bring in the big "catch"!

High-Power Performance

ESSOLUBE HD—developed by Esso specially for heavy-duty engines—such as your marine diesel...it's scientifically made to fight carbon, with a special added detergent that helps keep rings from sticking. For high-power perform-

ance from your marine diesel...USE **ESSOLUBE HD!**

Great All-Around Protection

ESSO MARINE OIL is a 100% marine oil NOT just a rebranded motor oil. It's solvent refined to reduce carbon deposits in marine engines...it's made to stand up—stay fluid at low temperatures...retain its body when engine is hot!

Remember—

You depend on your marine engine to get you there. Your marine engine depends on you for proper care.

YOU CAN ALWAYS **DEPEND ON**



MARINE PRODUCTS

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K-ting Rope

CENTER STRAND LUBRICATION

as important to you as
a tube in your TV SET

Center Strand Lubrication is a hidden value. You can't see it. But because it's there, your K-ting Rope performs better.

It's like the vacuum tubes in your television set. Certain ones serve to "balance" the set. They could be omitted. But without them the set won't function nearly as well.

When rope is pulled tight, the strands try to straighten out. They squeeze each other in the process—hard—and tiny pieces of rope fiber are chewed off. It's this internal friction, caused by the rubbing of the strands where they cross, that makes rope wear out.

In making K-ting Rope, the Center Strands are run through a bath of special lubricant, and serve as internal reservoirs. Then, as the rope is used, this lubricant works outward slowly, helping to reduce internal friction, and thereby enabling your rope to stay strong longer.

Center Strand Lubrication also helps to keep your rope flexible in water. For if the rope fibers are kept lubricated, they haven't a chance to absorb moisture.

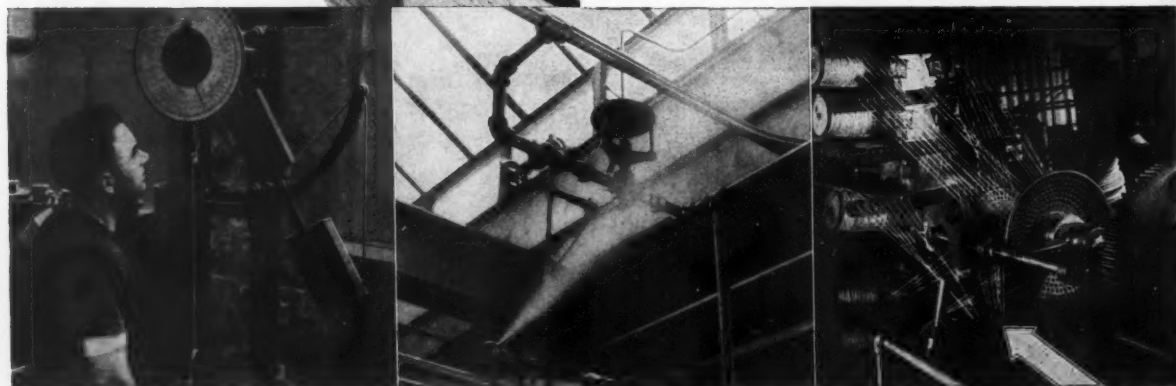
It will pay you to try K-ting Rope on your next order. It costs no more, yet when you use K-ting, you enjoy the peace of mind that comes from knowing you couldn't have bought better.

K-ting Rope

Manufactured by

CATING ROPE WORKS, INC., MASPETH, N. Y.

DISTRIBUTORS IN: BALTIMORE, BOSTON, FORT LAUDERDALE, GALVESTON, HOUSTON, JACKSONVILLE, MIAMI, MOBILE, NEW ORLEANS, NEW YORK CITY, NORFOLK, PANAMA CITY, PENSACOLA, PHILADELPHIA, PORTLAND, SAVANNAH, TAMPA.



Pretesting the strength of individual yarns in the factory. K-ting Rope is constantly being checked to assure uniformity, and thus maintain the highest performance standards.

Unretouched photo showing jets of water vapor being shot into the air at the K-ting factory. Rope fiber should be constantly humidified to prevent loss of strength and durability.

Center Strand Lubricated. Arrow points to the center strands of K-ting Rope passing through a special oil bath. This extra treatment helps to make K-ting Rope stay strong longer.

Editorial

Protecting Fishery Resources of High Seas

Recommendations on international law relating to the continental shelf and fishery resources of the high seas, have been presented to the United Nations General Assembly by the U. N. International Law Commission. It has been suggested that the Assembly consult with the Food and Agriculture Organization of the United Nations in preparing a draft convention incorporating the principles adopted by the Commission.

The Commission's recommendations are contained in three draft articles covering basic aspects of international regulation of fisheries. The first article declares that a State whose nationals are engaged in fishing in any area of the high seas where the nationals of other States are not thus engaged, may regulate and control fishing activities in such areas for the purpose of protecting fisheries against waste or extermination.

If the nationals of two or more states are engaged in fishing in any area of the high seas, the States concerned shall prescribe the necessary measures by agreement. If, subsequent to the adoption of such measures, nationals of other States engage in fishing in the area and those States do not accept the measures adopted, the question shall, at the request of one of the interested parties, be referred to an international authority.

Article 2 states that in any area situated within one hundred miles from the territorial sea, the coastal State or States are entitled to take part on an equal footing in any system of regulation, even though their nationals do not carry on fishing in the area.

The third article states that States shall be under a duty to accept, as binding upon their nationals, any system of regulation of fisheries in any area of the high seas which an international authority, to be created within the framework of the United Nations, shall prescribe as being essential for the purpose of protecting the fishing resources of that area.

Existing law and international agreements do not provide adequate protection of marine fauna against extermination. They render interested coastal States helpless against wasteful and predatory exploitation of fisheries by foreign nationals, cause friction, and induce States to take unilateral action in self protection, which at present is probably illegal.

The system proposed by the U. N. Commission protects the interest of the coastal State most directly concerned in the preservation of marine resources in areas contiguous to its coast. A State which arbitrarily and without good reason, in rigid reliance upon the principle of the freedom of the seas, declines to play its part in measures reasonably necessary for the preservation of valuable resources from wasteful exploitation, abuses a right conferred upon it by international law.

Since considerable time may elapse before the proposed convention is adopted and widely ratified, it seems advisable that the U. N. General Assembly should lend its authority to the principles underlying these articles. In particular, endorsement should be given to the view that where a number of interested States have agreed on a system of protection of fisheries, such regulations should not, without good reason, be rendered inoperative by the action or inaction of a single State.

It is probable that the principles recommended by the Commission for fishing protection agreements can be placed in practice more readily on a regional basis rather than by way of a general convention. A good example of a regional agreement is the International Convention for the Northwest Atlantic Fisheries.

The U. N. Commission's suggestions for formulating agreements to regulate fishery resources on the high seas should promote harmonious international relationships and foster the sound development and proper conservation of these resources.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on
Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIV

OCTOBER 1953

NO. 9

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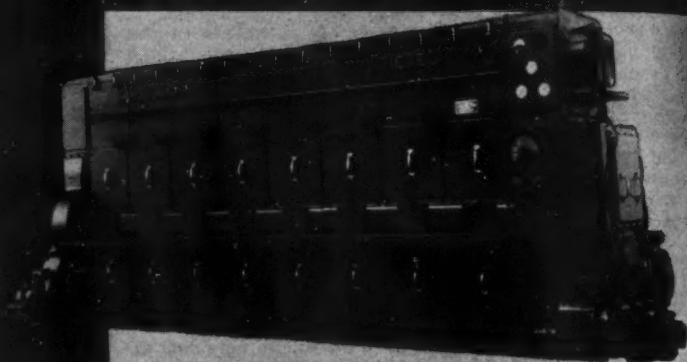
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FIFTEENTH SUPERIOR MARINE DIESEL



Eight-cylinder, 4-cycle, Superior Diesel, of the same series as the six-cylinder model that is installed in the "John J. Nagle".

owned by

F. J. O'HARA & SONS INC.
of Portland, Maine

The "John J. Nagle," 103-foot dragger which saw service as U. S. S. APC 90 before conversion at the O'Hara's own shipyard. Original designs and conversion plans were prepared by Eldredge-McInnis Inc., Naval Architects, Boston.

ADDS NEW PROOF OF SUPERIOR DIESEL PERFORMANCE

Few fishing fleet operators have put Superior Marine Diesels through as many tests as F. J. O'Hara and Sons who are now operating their 15th *Superior* in their dragger "John J. Nagle."

Actually, this 400 HP Superior had already established a record of performance in naval service from 1944 to 1951, when the O'Hara firm purchased the former "APC 90" for conversion to fishing service.

This latest addition to the O'Hara fishing fleet is

already establishing a record for its first season of operation.

And her Superior Diesel is showing the same kind of top-notch performance the O'Hara's now expect after their long experience with Superior Marine Diesels.

If you'd like further details and an arrangement sketch of the John J. Nagle, ask your nearest Superior-Atlas Representative, listed below, or write Springfield.



DIESEL • DUAL FUEL • GAS
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Here's why Tiger Brand Wire Ropes give long service on trawlers

WIRE trawling rope takes a terrific beating aboard a fishing boat, working daily in and out of corrosive salt water, being reeled and unreeled at high speed. These are some of the toughest wire rope operating conditions you will find anywhere. But American Tiger Brand Trawling Ropes are built to take this punishment.

To combat corrosion, these Tiger Brand Ropes have a heavy galvanized coating that resists the action of salt water. And for added protection, every rope is completely lubricated at the factory before it is shipped.

The individual wires are made from high quality open-hearth steel which gives them more than enough strength and toughness. What's more, Tiger

Brand Ropes are flexible and easy to handle.

You can get a long-lasting Tiger Brand Wire Rope for every job aboard your boat. Just get in touch with your local supplier.



Tiger Brand Galvanized Special Fish Trawling Rope



6 x 12 Galvanized Steel Deck Rope



6 x 6 Galvanized Steel Fiber-Covered Combination Net Rope



U.S.S. AMERICAN TIGER BRAND WIRE ROPE

Excellent Performance

AMERICAN STEEL & WIRE DIVISION, UNITED STATES STEEL CORPORATION
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COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO • TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA., SOUTHERN DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY, NEW YORK



UNITED STATES STEEL

Sounding-Lead

Haddock net mesh regulations which became effective during June in North Atlantic area are to be enforced by Fish & Wildlife Service unless voluntary conversion to larger-size mesh is commenced immediately. Many of bigger concerns already have converted to larger mesh to comply with new regulations. Others are in the process. However, industry-wide compliance is generally slow, and a speed-up seems to be necessary.

New regulations prohibit taking of haddock by trawl net or nets having a diagonally-stretched mesh less than $4\frac{1}{2}$ " when wet in Northwest Atlantic north of latitude $39^{\circ}00'$ N. and west of longitude $42^{\circ}00'$ W. Mesh size shall be deemed to be average of any ten consecutive meshes of trawl net selected at discretion of enforcement officer and measured individually with a flat wedge-shaped gauge having taper of two inches in nine inches and thickness of three thirty-seconds of an inch, inserted into mesh under pressure of twelve pounds.

Persons failing to convert to new mesh size may be penalized by fine of not more than five hundred dollars for first offense and not more than one thousand dollars for subsequent offense within five years. In addition to other penalties, fish and fishing gear may be forfeited.

Funds for shellfish research by Fish & Wildlife Service during 1954 will be slightly lower than in previous year, but no laboratory facilities are to be closed entirely. The total amount of money available for clam and oyster investigations is \$213,600, as compared to \$229,025 in 1953.

The amounts by which the different projects will be cut are as follows: clam research, \$4,595; oysters by units—Woods Hole, Mass., \$1,406; Annapolis, Md., \$1,374; Beaufort, N. C., \$683; Pensacola, Fla., \$8,083; other operational costs, \$83. Funds for the Milford, Conn. laboratory were increased by \$799.

The appropriation for Beaufort, N. C. laboratory is supplemented by \$24,945 from Atomic Energy Commission. Assistance by A.E.C. has been given each year since studies on radioactive materials were begun at Beaufort. A bacteriology laboratory has been established at Pensacola, Fla. by U. S. Public Health Service, and this agency will share in some of the maintenance costs formerly borne alone by Fish & Wildlife Service.

Ocean perch from deep water recently were landed by Fish & Wildlife Service research vessel *Albatross III* out of Woods Hole, Mass. Fishing in vicinity of Corsair Canyon on eastern tip of Georges Bank, a small bag of large redfish was landed from depth of 225-250 fathoms. Using a No. 41 trawl and with 500 fathoms of warp out, a short tow was made wherein net was fishing on bottom for 20 minutes. Bag of redfish weighing 600 lbs. was landed, fish averaging $14\frac{1}{2}$ " in length and about $3\frac{1}{4}$ lbs. in weight.

Although this was a small catch, it was of sufficient quality to indicate commercial possibilities of redfish stocks in that region for vessels capable of fishing deeper than 200 fathoms. Other tows were made to the southwest about 500 miles, where catches of a few large redfish would indicate that the area also may be worth commercial investigating.

Additions to fishing fleet of Atlantic coast, Gulf of Mexico and Great Lakes during first seven months of 1953 showed gain of 62 over same period of last year. Total of 274 vessels of 5 net tons and over received their first documents as fishing craft, compared to 212 in 1952.

Gulf of Mexico area led with 136 additions, which was 63 more than in seven-month period of last year. South Atlantic area was next, with 62, which represented gain of 11. Number of vessels added in Chesapeake was 42, or about equal to figure for last year.

In New England, 16 craft obtained first documents as

fishing vessels, which compared to 20 in 1952. Middle Atlantic additions fell to 13 from 21, and Great Lakes figure was 5, compared to 7.

Inducing oysters to spawn was aim of commercial scale experiment carried out recently by West Coast oyster firm. In southern section of Willapa Bay, Washington State, the company ground up over 1,000 bushels of oysters and released pulverized material over adjacent flats where large populations of oysters were present. A few days later four additional groups of 2,000 bushels each were handled in same way.

A biologist for State of Washington found that material sluiced away from grinding machinery on scow contained vast numbers of eggs which had been fertilized in passing through machinery. When water in which oysters had been artificially spawned reached the oyster beds, these oysters also discharged their spawn until bulk of oysters in vicinity were spawned out.

Oyster company which conducted experiment obtained a commercial set, with counts in some areas of over 250 Pacific spat per shell face. While theory of trigger mechanism to set off mass spawning has been proposed in past by scientists and has been demonstrated on laboratory scale, this is first known commercial attempt. Success of experimenting firm may modify techniques of oyster farmers on West Coast and possibly even in East, where spawning is prolonged and setting sporadic.

Production of fish oils, exclusive of liver oils, in United States and Alaska amounted to 4,129,100 gallons during July, compared with 3,035,300 gallons during corresponding month of 1952. This was an increase of 1,093,800 gallons compared with July, 1952. A marked gain in production of menhaden oils was mainly responsible for greater output during July of this year. Alaska herring and tuna and mackerel oils also recorded noticeable increases during July.

July production of fish meal and scrap by firms which normally account for about 90 per cent of total output amounted to 48,300 tons, compared with 38,200 tons during same period in 1952. This represented an increase of 10,100 tons.

Imports of fish meal for feed and fertilizer during June totaled 15,100 tons, compared with 17,700 tons for same month in 1952. Exports of fish oils during June amounted to 11,617,800 lbs., against only 1,661,800 lbs. during June of last year.

A "lightbeam sinker" has been invented in Norway for use of commercial hand-line fishermen. The sinker is in shape of tube, containing small battery and bulb with two small windows allowing rays of light to escape and attract fish. It is made of polished brass and guaranteed waterproof under pressures up to 15 atmospheres (220 lbs. per square inch). Used with either ordinary baited or unbaited hooks, this sinker is reported to have produced some remarkable results.

Another important shrimp bed has been discovered off Southern California coast by marine biologists of California Department of Fish and Game. Located about 10 miles off Pt. Sal, near Santa Maria, newly-discovered bed may be extension of Morro Bay bed several miles to north.

The California shrimp fishery, developed since 1949 almost entirely as a result of State conservation agency's exploratory efforts, produced in 1952 some 206,000 lbs. of shrimp. There are two processing plants located at Morro Bay and another at Eureka. The California product is almost identical with Alaskan "cooked and peeled" shrimp, except that it is slightly larger.

Oyster convention in 1954 will be held at Sheraton Plaza Hotel, Boston, Mass., from August 3-5, according to an announcement by H. W. Thompson, chairman of Convention Committee. Local committees in charge of arrangements will be announced soon.



**JAMES LARSEN
FISHING BOAT "SIS"**

Miami, Florida
March 9, 1953

Nordberg Mfg. Co.
Milwaukee, Wis.
Gentlemen:

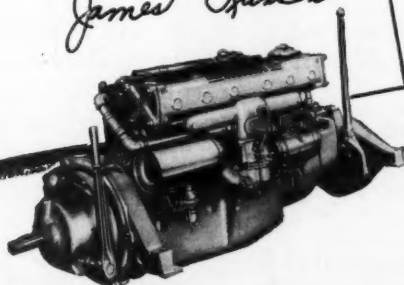
I bought my Nordberg 3 years ago. Thought you might be interested to know I have used this engine with great satisfaction, working it 12 months out of the year, and spending \$10 on it. The head has never been taken off. I had it checked for a valve job and every cylinder was 110 psi.

During the summer, my boat is used for sponge fishing at least 4 days a week, and in the winter it's used every day, for mackerel fishing.

I am more than pleased with my Nordberg...fishing with this engine is safe.

Sincerely,

James Larsen



**Here's a real
"VOTE OF CONFIDENCE"
for NORDBERG power
in year 'round
FISHING SERVICE**

● Read this unsolicited letter from experienced fisherman James Larsen . . . it tells why Nordberg Gasoline Marine Engines are fast becoming the leading power choice among fishermen, in all parts of the country. Here is positive proof that Nordberg full marine engines have what it takes to give you dependable, year-'round power for more profitable fishing service. Clip the coupon for further details.

Nordberg Gasoline Marine Engines are built in 6 heavy-duty models . . . the 145 hp KNIGHT . . . the 130 hp TARPON . . . the 110 hp MARLIN . . . the 110 hp BULLET . . . the 95 hp ARROW . . . and the 95 hp BLUEFIN.

Be sure to specify NORDBERG for new or old fishing craft.

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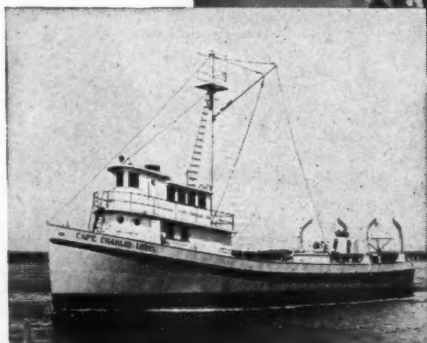
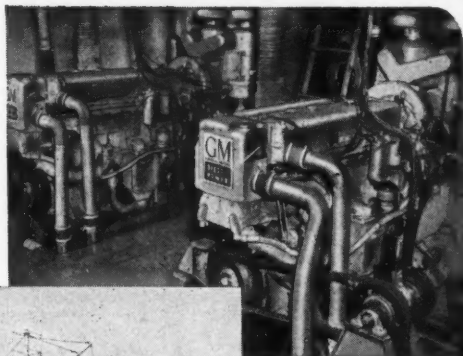
GM DIESEL

CASE HISTORY No. 535-134

BOAT & OWNER: "Captain Charlie Lewis," 110-foot purse seiner owned by F. B. Walker & Sons, Pascagoula, Miss.

INSTALLATION: Two GM 6-110 Diesels equipped with GM hydraulic reverse gears drive twin 52" x 36" wheels through 4.5:1 reduction, and 3" centrifugal pumps. Boat carries 23-man crew to tend 1200 feet of net and two 34-foot seine boats.

PERFORMANCE: 6-110's have each operated 10,000 hours without overhaul. Compactness of engines permits boat to carry 8,000 gals. of fuel; 3,000 gals. fresh water and 400,000 lbs. of fish. Cruising speed: 11 knots.



10,000 Hours Without Overhaul

Here's the Diesel that in three short years has won the praise of fishermen as one of the most dependable marine engines built.

This husky General Motors 6-110 delivers 205 true, continuous shaft horsepower @ 1600 RPM and takes up less space than 4-cycle engines of lower horsepower.

Like all GM Diesels, the "110" operates on the efficient 2-cycle principle—delivers a smooth, sure, steady flow of power. It responds instantly to controls, idles down smoothly for trolling or

tending nets. Its simple design makes it easy to keep in top shape. Its original cost is less than other Diesels of comparable horsepower and it costs surprisingly little to maintain.

Sound interesting? Get the full story from your nearby GM Diesel distributor or write direct to us.

DETROIT DIESEL ENGINE DIVISION

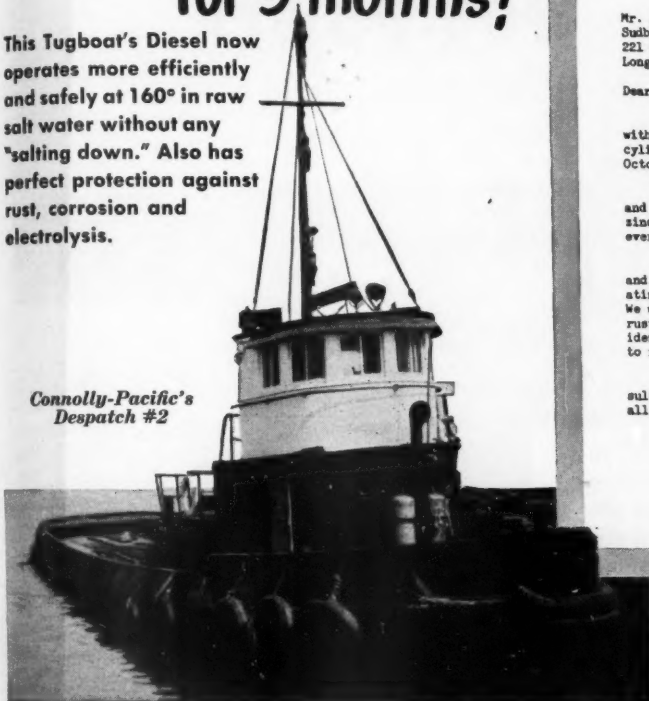
GENERAL MOTORS • DETROIT 28, MICHIGAN

Single Engines... 16 to 275 H.P. Multiple Units... Up to 840 H.P.

"We used to replace a Liner every 2 months ... Now NONE at all for 9 months!"

This Tugboat's Diesel now operates more efficiently and safely at 160° in raw salt water without any "salting down." Also has perfect protection against rust, corrosion and electrolysis.

Connolly-Pacific's
Despatch #2



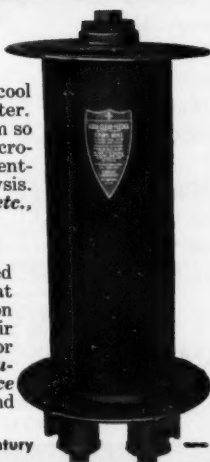
Throw Your Heat Exchanger Troubles Overboard

The AQUA-CLEAR Feeder has made it possible to cool diesel and gasoline engines safely, direct with salt water. It treats all water going through the cooling system so it is completely noncorrosive. It puts an invisible, microscopic, water-tight film on all metal surfaces—preventing all rust, corrosion, and greatly reducing electrolysis. *Cylinder heads, manifolds, water jackets, liners, etc., are completely protected.*

Avoid the Heavy Cost of Closed Cooling

Save all the extra expense, space and complicated piping needed for closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull—cuts repair bills, avoids lost time due to breakdowns. Made for all kinds and sizes of marine engines. *Saves thousands of dollars in original cost and maintenance expense!* Costs only \$128.75 for 250 hp. Larger and smaller sizes in proportion.

Manufacturers of Quality Products for Over a Quarter Century



AQUA-CLEAR Feeders

Protect Diesel Engines
from Electrolysis and Corrosion

SUDBURY LABORATORY, Box 995, South Sudbury, Mass.

CONNOLLY-PACIFIC CO. CONTRACTORS

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TELEPHONE LONG BEACH 7-3541
LONG BEACH 2, CALIFORNIA

Mr. John M. Bergh
Sudbury Laboratory
221 Pomona Avenue
Long Beach 3, Calif

Dear Mr. Bergh:

We know you will be interested to know of our experience with the Sudbury Aqua Clear Feeder, which was installed on the 8 cylinder, 350 HP Diesel Engine aboard the Tugboat DESPATCH #2, on October 15, 1952.

As you know, the engine was completely salt water cooled and operating at a temperature of 110 degrees. Despite the usual zinc plates, we were forced to replace on the average of 1 liner every 2 months because of the electrolytic action.

Last week, after almost 9 months of operation, the block and heads were carefully inspected. During this period, the operating temperature had been increased to between 140 and 160 degrees. We were surprised to find everything clean. There was not a trace of rust or salting down, but best of all, there was absolutely no evidence of electrolysis. Under our former procedure we would have had to replace 4 liners in this time.

Needless to say, we are very well satisfied with the results achieved with the Aqua Clear Feeder and can recommend it for all marine engines which are salt water cooled.

Very truly yours,

CONNOLLY - PACIFIC CO.

By *L. Hendrix*
Port Engineer

Both Atlantic and Pacific Diesel Owners Say This Is the Big News of the Decade

Wharf Machine & Electric, Boston Fish Pier, reports on Diesel Engine in Schooner Adventure—"Due to electrolysis the liners decomposed... had to be renewed at intervals of about 9 months, one third of average liner life. Since your AQUA-CLEAR Feeder was installed 20 months ago, have not found it necessary to renew the liners... the water jacket and circulating ports are virtually free from rust and other fouling matter."

Wolverine Motor Works, oldest U. S. manufacturer of diesel engines—"From my experience with AQUA-CLEAR Feeders, I would consider them to be an economical essential to any salt water application"—W. H. White, Sales Manager.

Walter McInnis, world-renowned naval architect, designer of hundreds of workboats, fishboats, freighters, etc., says—"AQUA-CLEAR Feeders should be fitted into every boat that uses liquid cooled engines."

OVER 15,000 NOW IN USE!
Sold and Installed by Leading Boatyards

SUDBURY LABORATORY, Box 995, South Sudbury, Mass.

Send me complete information on
AQUA-CLEAR Feeders to protect
Diesel and Gasoline Engines from
rust, corrosion and electrolysis.....

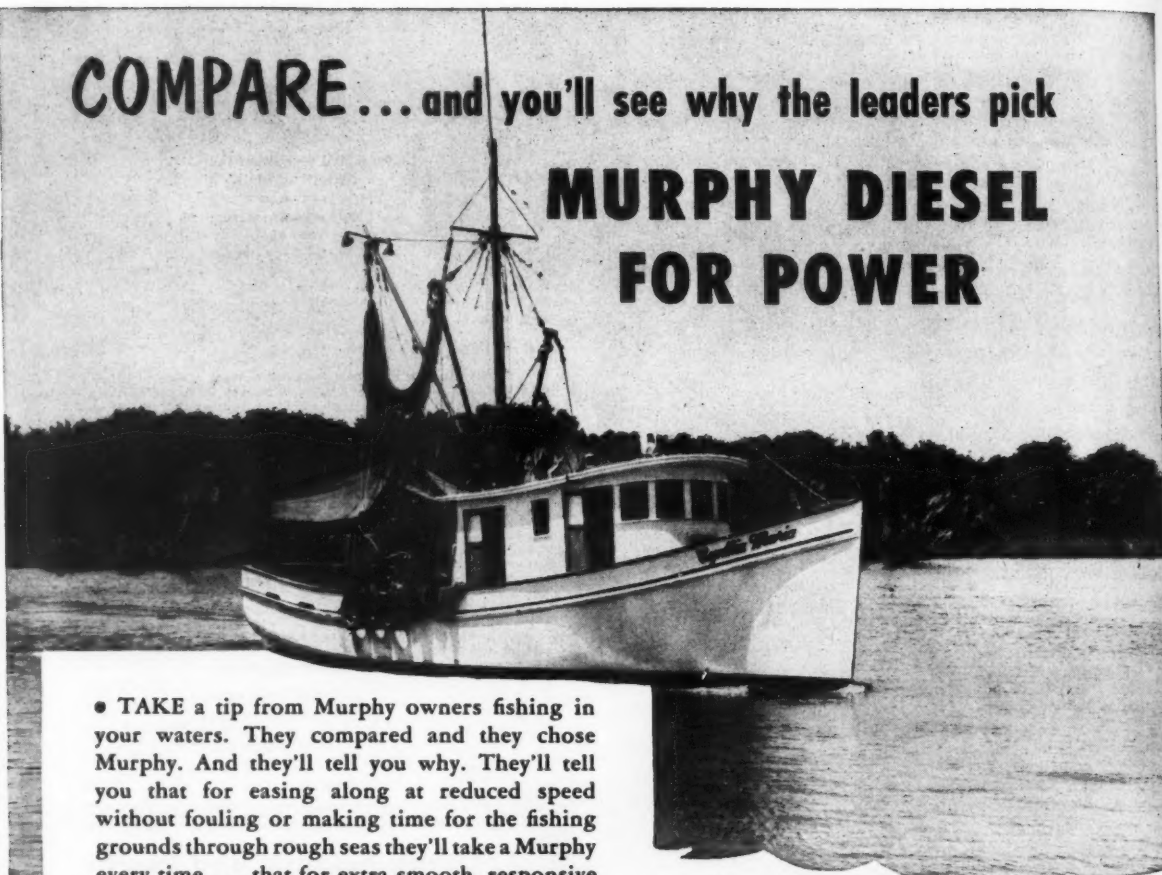
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Name.....

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City..... Zone..... State.....

COMPARE... and you'll see why the leaders pick **MURPHY DIESEL FOR POWER**

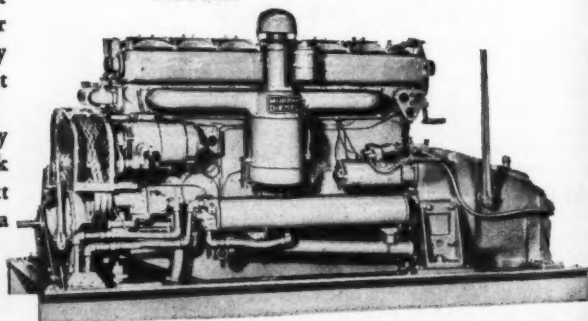


• TAKE a tip from Murphy owners fishing in your waters. They compared and they chose Murphy. And they'll tell you why. They'll tell you that for easing along at reduced speed without fouling or making time for the fishing grounds through rough seas they'll take a Murphy every time . . . that for extra smooth, responsive power along with rugged, trouble-free service, you just can't beat a Murphy.

And you can't beat Murphy for economy, either. Murphy Diesels will save you many dollars on fuel cost with the famous Murphy Unit Injector plus "true" diesel efficiency. No matter how you look at it, the facts point to Murphy for dependable, heavy duty power for fishing at surprisingly low overall cost.

You'll be interested in details on how Murphy power can increase your season profits. Ask your dealer for "10 REASONS why your next engine should be a MURPHY", or write for a copy direct.

The "Cynthia Maria," another Murphy Diesel powered shrimp boat. She is powered by a Murphy rated at 125 H.P. continuous, and is owned by Felix M. Wiseman, Jr., Lafitte, Louisiana.



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Safety Inspections Help Prevent Accidents

THE purpose of safety inspections is to correct hazardous conditions and practices before an accident happens. To be effective, the inspection must see and recognize physical conditions, methods of doing jobs, and actions of men which could lead to accidents, and then make the necessary improvements.

There are many types of safety inspections which are a normal part of the routine. In the engine room checks are constantly made of temperatures, pressures and water levels. The mate on watch keeps a check on the course, the ship's position and other vessels. In the galley it's a matter of checking time and temperature to see that the food is properly prepared.

On the other hand, there are a number of inspections made formally by the Coast Guard and other government agencies at prescribed intervals. These are concerned primarily with the safety of the vessel as a whole and the health of the crew.

In between these two types of inspections are a great many that are made by the captain or crew of gear, equipment and machinery at regular intervals as a matter of routine maintenance.

What is left for a "safety" inspection? There really should be nothing, since accident prevention and efficient operation go together. Until safety and efficiency are recognized as being practically synonymous, however, there is still room for inspections made primarily in the interest of accident prevention.

Accepted Hazards

One type of inspection is that of looking for hazards which have been accepted by custom but can be eliminated at little expense. Many such items have been suggested in the Guide and in the Marine Safe Practices Pamphlets of the Accident Prevention Bureau of the Pacific Maritime Association. A few typical items for inspection, with a view toward improvement are the following:

1. Frequently slippery deck areas on which non-skid material could be used.
2. Tripping hazards on open decks which could be removed or made more easily visible with bright paint.
3. Provision of better stowage for stores, tools and gear.
4. Improved type of, or rack for, small coffee maker to reduce chances of capsizing it.
5. The kind of benches or platforms used for low overhead work.
6. The amount of light available in various work areas.

A review of Accident Prevention Bureau and other safety publications aboard ship will suggest improvements of gear and practices which have been found satisfactory on other ships. Undoubtedly there are a great many very practical ideas which will occur to men who are looking for ways to improve the safety and efficiency of the vessel. An inspection to see where the already proven ideas can be usefully employed aboard the ship is a good starting point.

Scheduled Inspections

As pointed out above, there are many inspections which are a normal part of routine ship operation. Readings are taken, observations made, and, in many cases, the results logged. There are, however, many items which should be regularly tested or inspected which may be overlooked for long periods of time because no schedule is followed nor record kept. Here are a few:

1. Condition of mast ladders, hand holds and all light gear aloft which may rust through under the paint. Similarly, for rails and stanchions on deck.
2. Testing and inspecting electric circuits, tools, appliances, and lights for worn insulation, loose connections, and broken or missing ground wires.
3. The condition of hand tools and personal protective equipment.



President Eisenhower accepting huge, 200-pound halibut from Congressman Thor C. Tollefson (left), chairman of the fisheries subcommittee of the House Merchant Marine and Fisheries Committee, and Robert M. Meehan of the National Fisheries Institute, whose company, R. M. Meehan Seafood Distributorship, represents the San Juan Fishing and Packing Co. of Seattle, responsible for sending the fish to the President. The seven foot undersea giant was one of the largest halibut ever caught off the coast of Washington State.

4. Condition of fire hoses and extinguishers, recharging the latter regularly.
5. Condition of lashings on more or less permanently stowed spares such as anchors, heavy lift gear, etc.
6. Condition of hold ladders, hatch covers, sweat battens and strongback locks.
7. Condition of cargo handling gear.

Certainly every item on the vessel should be carefully inspected at least once a year, and many much more frequently. Some things may be expected to rust or wear out slowly, such as ladders, rails, permanent lashings and standing rigging. A very careful inspection once a year should be sufficient unless it has been subjected to an excessive load or blow, in which case it should be examined at once. Other items, such as running rigging, should be checked each time they are used. There should, in addition, be a careful inspection by a member of the crew at regular intervals to be sure that less easily visible defects have not been overlooked.

A permanent record should be kept showing the date of inspection, overhaul or replacement of all items which are subject to scheduled inspections.

1. This permits inspections to be done a bit at a time without danger of overlooking anything.
2. It provides a simple and sure means of informing a relieving crew member of the progress of inspections and overhauls so that there will be neither needless repetition of work recently completed nor continued neglect of some gear already overdue.
3. It gives a sound basis for determining the type and amount of spares which should be carried.
4. It may prove valuable in settling claims arising from accidents.

One vessel operator uses a printed form called Gear Check Sheet which lists all the gear and provides spaces

(Continued on page 34)

Improving Shellfish Sanitation Control Program

Richard S. Green* Urges Re-evaluation of Controls over Growing Grounds and Plant Operations in Light of Recent Developments

MOST of the shellfish producing States have sanitation matters pretty well under control, but here and there serious breaches are showing—weaknesses which must be of great concern, not only to the local members of the industry immediately affected, and to health officials, but to all who have any interest in the security of the business. It seems to me, we should take stock, re-evaluate the system of controls which has served us through many years, and decide what needs to be done to strengthen the weak spots, or otherwise to adapt ourselves to different conditions.

The various elements affecting our control programs can be divided into two groups: first, those which may be said to result from isolated, yet nonetheless important, deficiencies in the control of what might be called traditional or old-line problems; and second, those caused by significant technological or other changes within the industry itself, or by major outside forces.

Doubtless, the most dangerous situation we all face in shellfish sanitation work has to do, in one way or another, with the pollution of tidal waters. There have been many changes in pollution conditions over the last several years, some of them, fortunately, for the better. Large amounts of money have been spent in some areas to decrease the pollution of surface waters, including tidal areas, and in a few cases it has been possible to release for market purposes certain oyster beds which have been closed by pollution for a long time.

Some States have put a great deal of time and effort, during the past few years, into field surveys to recheck the quality of shellfish-growing areas. While it is difficult to judge the net effect of all this, a few points stand out clearly.

In the face of greater encroachment of pollution on growing areas, steadily increasing pressure has been brought to bear on health agencies to release more area for market use, in order to meet the demands of a rising market. All sorts of shortcuts have been proposed to supply the demand, and because of certain deficiencies in technical knowledge, health departments have sometimes been hard put to stave off proposals which long, practi-

cal experience has shown to point in the wrong direction. There has been a concurrent increase in the problem of illegal tonging or digging in areas which long have been recognized to be polluted.

In a few such cases, the U. S. Public Health Service has reluctantly come to the conclusion that some of the States concerned are having difficulty in handling the situation adequately under existing arrangements; therefore, several significant changes have been recommended. It seems clear that this is a job health departments need help on. Assistance from the members of the shellfish industry obviously is essential.

Sewage-Treatment Facilities

Those who regard the installation of more sewage-treatment facilities as the entire answer to the situation should not be misled. For, even in those cases where we have been able to improve materially the quality of growing areas by treating the sewage that caused the damage, we have had to be extremely cautious in providing adequate safeguards for protection against mechanical, or human, failure.

We are finding, in some areas at least, certificates being awarded to some packers who do not meet minimum standards of plant construction and operation. For a long while, the U. S. Public Health Service has purposely refrained from passing upon the qualifications of individual packers, on the premise that to do this would be tantamount to issuing these certificates, and thus being directly and intimately responsible for seeing that each and every packer was under our routine supervision. We have believed this to be a part of the job of the States, not of the U. S. Public Health Service. Yet facts are facts, and we must face them.

Can we, practically, refuse to endorse the over-all program of a State, which is otherwise satisfactory, because of a few certified packers who are not operating properly, and then, by removing from our list also the names of all those complying, place sanctions on the good as well as the bad? Most members of the shellfish industry would answer "no" to this, I think. And yet, unless the U. S. Public Health Service adopts a radically different approach to shellfish control, with a much bigger inspection staff, there seems to be little alternative. Nor is it always, by any means, a matter of the State control agency disagreeing in a significant manner with the opinions of the U. S. Public Health Service. Frequently, there appear to be local factors which interfere with what might generally be agreed to be proper action on the part of the State.

Here again, it appears to us that the industry, through its local organizations, should find out about such situations and assist in getting them corrected. The U. S. Public Health Service would much prefer to have this phase of the problem handled by some such means, than to make a decision which would penalize the many to effect control over the few that are responsible for such hazardous conditions.

With so much dependence being placed on the acceptance of the certified status of shellfish as the keystone to all sanitation controls in the industry, it is disconcerting to learn of the appearance of shellfish repackers in interior States who may be operating under few, if any, local controls, and who are not covered by any certificates issued by health officials.

There are various ways in which this problem may be handled, but an essential part of any approach must be to impress upon local health and food-control officials the need to insist on shellfish from only certified dealers.

(Continued on page 36)

*Excerpts from an address delivered at the recent Oyster Convention in New Orleans, La., by Mr. Green, who is chief of the Shellfish Branch, Division of Sanitation, U. S. Public Health Service.



The 90' New Bedford, Mass. dragger "Louise", owned by Morris Phillips and powered with a Model DMX-36 Enterprise Turbo-charged Diesel, rated 400 hp. at 400 rpm.

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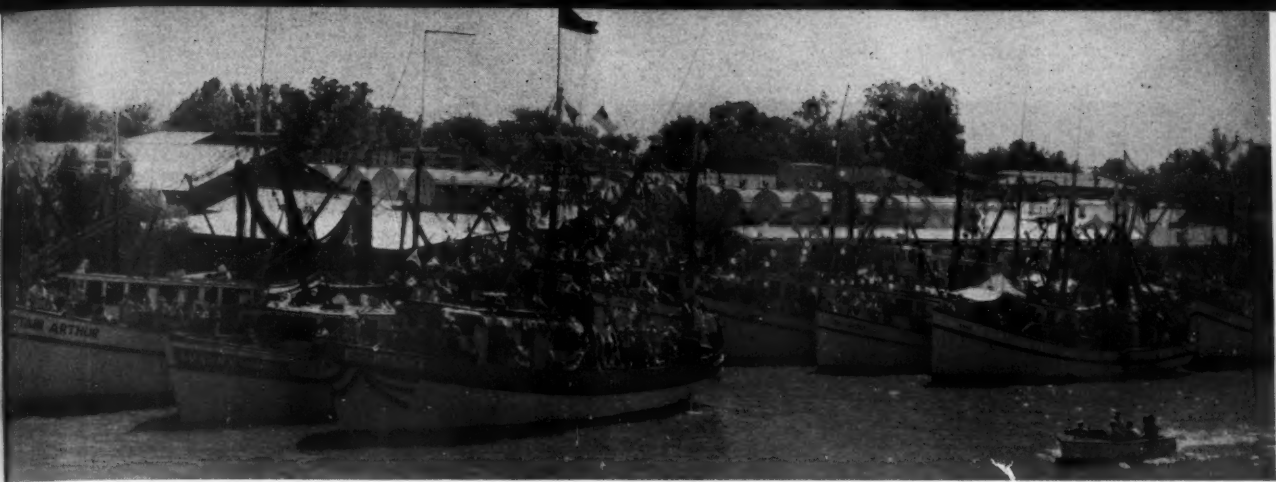
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Shrimp boats in port at Morgan City, La. for the recent blessing of the fleet. In the foreground (center) can be seen the "Tarheel"

(renamed "Jean Lafitte" for the occasion), which was the first place winner in the trawler class of the Best Decorated Boats Contest.

Morgan City Holds 17th Shrimp Fleet Blessing

"Tarheel" Judged Best Decorated Trawler in Louisiana Celebration

FOLLOWING the 2,000-year-old custom of invoking good fortune on men who make their living from the sea, the shrimp fleet in the Morgan City, La. area was blessed September 6 in ceremonies on Berwick Bay. The rites, which were adopted at Morgan City in 1937, were conducted in view of thousands of onlookers fascinated by the open-air church service and the mass of boats in harbor for the event.

The tableau made by the church groups aboard the flagship *Cleo Florence*, which moved with slow dignity about the bay while all other vessels rode at anchor, was very effective. There was austere beauty in the picture of black and white robed clergy, red cassocked altar boys, the guard of honor and the men's choir grouped on the deck of the glistening white, new trawler. Captain-owner Clyde Davidson was at the helm of the *Cleo Florence* as she circled the bay with her distinguished crew, including Father Jules Toups, pastor of Sacred Heart Church.

Captains and owners who decorated their boats for the water parade achieved unusual effects with patriotic colors and flags, balloons and crepe paper banners and streamers. It was a gay scene, as whistles and sirens blew and the constant parade of vessels of all sizes and types churned the waters into great waves.

The *Tarheel*, renamed *Jean Lafitte* for the occasion, was chosen first place winner in the trawler class of the Best Decorated Boats Contest. Joseph Galloway, costumed as Lafitte, stood atop the pilothouse. Standing at either end of the boat were Capt. Ashley Galloway's sons, Ashley, Jr. and Willie, who were costumed as pirates. Fan draped flags, bright foil and a new name plate transformed the *Tarheel* into a pirate ship.

The *Lloyd, Jr.*, owned by Lloyd Guillot and Wallace Boudreaux, took second prize. She was lavishly trimmed with balloons, flags and fringe. Pennants flew from the rigging while red, white and blue crepe paper covered the deck rail. The hull was decorated with silver and blue foil, and red, white and blue colors and flags adorned the pilothouse. Borne aloft was a large sign proclaiming the Twin City Fishermen's Cooperative Association, Inc. as the organization to which the owners of the *Lloyd, Jr.* belong.

The *Patricia*, which was literally covered with colorful and eye-catching decorations, was awarded third prize. Ford Thibodaux and Henry Estave are owners of this vessel, as well as the *St. Jude*, another decorated boat in the water parade.

The 1953 Shrimp Festival Court Show, over which Miss

Vera Boudreaux and Capt. Ashley Galloway reigned, was held the evening previous to the blessing. The Louisiana Purchase theme was carried out effectively in the costumes worn by the young ladies of the court. The queen represented Louisiana's State flower, the magnolia, while the maids wore gowns which symbolized flowers of the other twelve States carved from the Louisiana Territory of 1803.

Capt. Galloway, owner of the prize-winning *Tarheel*, was selected as king on the basis of his outstanding shrimp catches. Galloway was champion producer in the Morgan City, Berwick, Patterson area for the period July 1, 1952 to June 30, 1953, with a total yield of approximately 91,000 lbs.

Dukes of the court also were selected on a production basis, the high man in each fleet being honored with a court role. The dukes of the 1953 court included Joe Galloway, Emmett Hardaway, Gerry Rock, Marion Williams, Armand Picou, Edmond Kiff, Polite Dubois, Harold King, Nolten Bailey, Alfred Aucoin, Robert Wiggins, and Nelson Cortez.

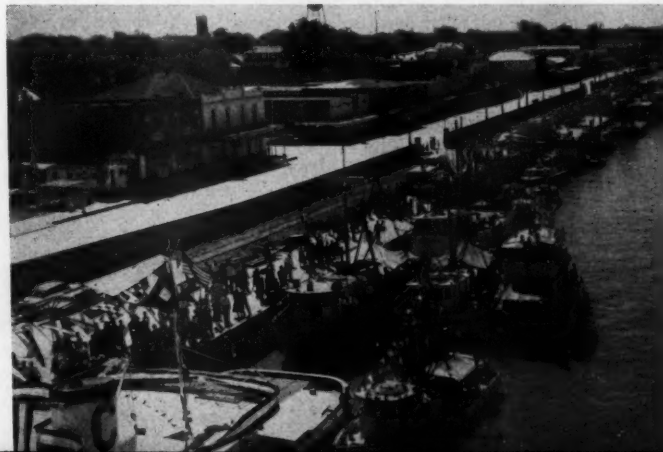
Another feature of the Shrimp Festival was a land parade, which drew a large crowd. The winning float in the parade was the one sponsored by the shrimp dealers of the Morgan City area, which was in the design of an old-fashioned sailing vessel. The maids of the 1953 Shrimp Festival Court were on this float.

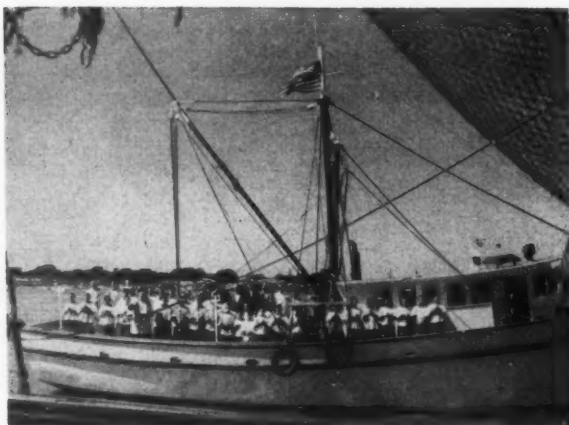
The royal float, an entry by the Louisiana Shrimp Festival and Fair Association, Inc., carried the king and queen. The float was decorated with a giant shrimp.

In the Seafoods and Related Products Display Contest, Riverside Seafoods, Inc. was first place winner. Ozio Seafoods, Inc. was the runner-up, while Twin City Fishermen's Cooperative Association, Inc. took third place.

Interest was added to this display by the showing of two shrimp boat models. The small one—44" long—was loaned

Another view of the Morgan City, La. area shrimp fleet in harbor for the blessing.





The flagship "Cleo Florence", which carried the clergy about Berwick Bay, La. to bless the shrimpers. She is owned by her skipper, Capt. Clyde Davidson.

by its builder, Fulton Feltman of Patterson. A trawl net complete with doors was attached to the larger model, being the work of Leroy Guillory, netmaker of Berwick.

Jack Johanson, head of the Gulf Coast Shrimp Producers Association, Inc., is president, and Mrs. F. A. Russo, secretary, of the Louisiana Shrimp Festival and Fair Association.

Blessing Has Nationwide Fame

The blessing of the shrimp fleet at the port of Morgan City now has nationwide fame and is known in many foreign lands. Paul Acklen LeBlanc, vice-president of an independent union of fishermen and trappers, is generally credited for adoption of the old-world custom at Morgan City in 1937.

Labor Day in 1936 was observed by the Gulf Coast Seafoods Producers and Trappers Association, Inc. with a parade. The following year Vice-President LeBlanc suggested the idea of incorporating into the union's annual celebration the blessing of the fleet custom.

LeBlanc knew of an old Italian ceremony attended by fisherfolk who decorated their boats and made a holiday of the occasion. A crucifix was blessed by the priest and thrown into the sea, and there was much competition among owners of fishing vessels to see who could recover the holy symbol. The finder was permitted to keep the crucifix aboard his boat for a year. Not once was the crucifix ever lost, the legend states.

The fisherfolk among the early French settlers of Louisiana also brought with them to this country stories of their fleet blessings. Their descendants along Bayou Lafourche revived the custom on a small scale. Since 1923, the Catholic priest has performed special blessing rites annually for them and their shrimp boats operating in inland waters or close to the coast. The priest stands on shore and the boats "pass in review" to receive the blessing.

In the first blessing of the fleet at Morgan City, the shrimp boats circled the priest boat for the ceremony. Vic Henry's boat, *The Wonder*, was chosen to be the flagship of the fleet, and a total of 143 boats—37 of them seafaring—were blessed.

Beginnings of Morgan City Shrimp Industry

When the Indians were still roaming the banks of the Atchafalaya River, undisturbed by white men, they enjoyed shrimp from that well-stocked stream. They used them both fresh and sun-dried, and later, when the white men arrived, these dried shrimp became "coin of the realm" and were used extensively in bartering with the pale strangers. A clipping from an old newspaper—*Attakapas Register*—dated 1876, reports that dried shrimp were used in the preparation of that famous Louisiana dish, "gumbo".

Shrimp production and use remained about the same

for years. Only a few of the larger luggers (20' was considered large then) dared venture offshore, always keeping in sight some familiar landmark by which to guide themselves back. During this time, it was a rare occurrence to find a Louisiana shrimper who knew even a little about navigation.

In 1934, a stranger came to Morgan City, bringing with him a 45' boat with a 50 hp. engine, and also blue eyes and a ruddy complexion that were outstanding in a community that had known few Scandinavians. One day he went down the River about 30 miles into the Gulf of Mexico, and returned after a few days with 40 or 50 barrels of large sea shrimp.

These were the first jumbo shrimp brought into Morgan City, but they were not appreciated by most of the packers who frowned on their size, and refused to gamble with the monsters. Finally, the owners of one packing plant decided to pioneer and bought the load. They were sold immediately and the jumbo shrimp industry in Louisiana was born.

Pound Net Mesh Sizes Being Studied in Virginia

Experiments to determine the proper size mesh in fixed fishing devices, to balance the interest of conservation and a suitable catch, are underway at the Virginia Fisheries Laboratory at Gloucester Point, Va. Preliminary experiments, under the direction of Dr. George K. Reid Jr. were concerned with determining what sizes of fishes could escape a two-inch mesh net and to observe the behavior of various fishes before certain barriers.

The procedure, generally, is to measure each individual fish of the group to be tested, then place them in the concrete tank which is lined with a retaining net of two-inch mesh. After allowing time for adjustment, the movements of the fish are noted and timed. A barrier is then placed in such a manner as to divide the tank into equal halves with the fish in one end.

Dr. Reid found that croakers, unless disturbed, failed to show any great effort towards escaping the two-inch mesh net retaining them. Croakers also showed intense respect for the various barriers used in the experiment. When a barrier made of twine hanging at six-inch intervals from a horizontal rope was placed across the center of the tank, croakers failed to pass it unless they were disturbed.

Other fish acted in different ways. Spot, for instance, did not have so great a respect for an eight-inch barrier as did the croakers, although the barriers did tend to discourage movement.

Menhaden placed in the tank made twenty-two approaches toward the barrier within a minute but each time turned away from it. During a period of seven minutes their frequency of approaching the barrier decreased and they came closer each time until finally they went through.

On a second trial, shortly after the first, these menhaden were retained by the barrier for about thirty minutes. Weather conditions may have been responsible for this reluctance to pass the barrier the second time. During the first experiment it was cloudy and the wind was blowing ripples on the water, whereas in the second phase of the experiment the sky was bright and the air fairly still.

Dr. Reid believes that one possible approach to the study of effective mesh size and the escapement problem would be to make an intensive study of the pound net catches with special attention being given to the measurement of small fish. Then the measurements could be correlated with fish taken in a quarter-inch trawl net in the vicinity of the pound nets. Data from the trawl collection would show whether or not fish of a given species are present in smaller sizes than those captured in the pound nets.

Elsworth Oyster Fleet

Serviced at Firm's Modern Marine Base in South Norwalk, Connecticut

WITH conversion of its fleet to Diesel propulsion in recent years, one of the major oyster producing firms on Long Island Sound broke with tradition in marine management. The J. & J. W. Elsworth Co. of South Norwalk, Conn. began to equip its vessels to handle specialized tasks in shellfish production. Today the fleet of five boats is geared to maneuver on grounds in both New York and Connecticut as a single unit.

In order to keep the vessels operating continuously as a group, the Elsworth Co. has been modernizing its marine base in Norwalk Harbor on the Connecticut shore to provide facilities for servicing the fleet throughout the year.

The firm founded its oyster business in 1839, long before an anchorage consisted of anything more than a pier in a sheltered harbor. Now, to keep its fleet serviced, the Elsworth Co. operates a modern base with 170' of berthing space, together with a machine shop which has a trained crew. Other features of the marine base include a headframe and hoist with stationary conveyor run by 7½ hp. General Electric motor. In addition, there is a portable conveyor to be used at dockside when two boats need unloading.

The first boat to come in for an overhaul at Elsworth's modernized base was the 60' *Commodore*, skippered by Capt. Frank Brooks. This was in August, 1952.

The president of the Elsworth firm is J. Richards Nelson of New Haven, while Capt. Royal C. Decker of Rowayton, Conn., is vice-president, and his son, Royal J., is marine manager.

Five Boats in Fleet

When Capt. Royal C. Decker joined the Elsworth firm in 1905, all but one of the concern's boats had been converted from sail to steam power. Now the five vessels in the Elsworth fleet carry Diesel engines.

The 58' *Admiral*, commanded by Capt. Walter Leake, is powered by a 112 hp. Caterpillar Diesel; and the 62' *Captain* also has a "Cat" engine. There are General Motors Diesels in the oyster boat *Commodore*, as well as in the 44' *Lieutenant*, in charge of Capt. Walter Sanford, and the 68' *Commander*, skippered by Capt. Royal J. Decker. The *Commander* carries an RCA radiotelephone in the pilot-house so that shipping plant manager Charles Woolley

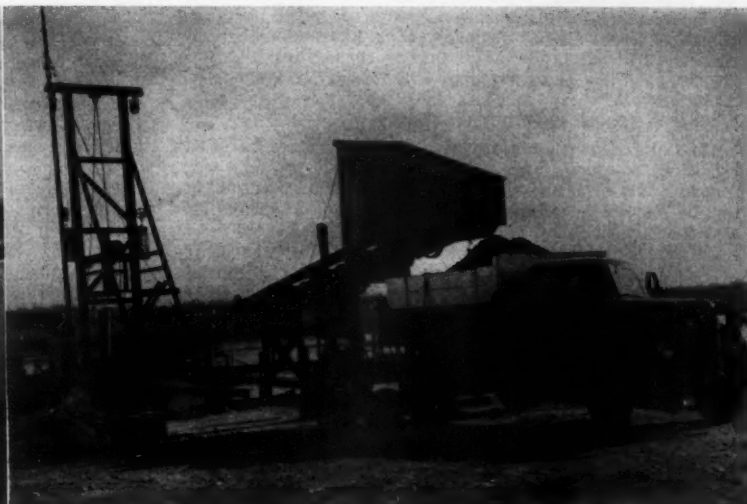


Three of the five boats in the Elsworth oyster fleet. From left to right are the 58' "Admiral", 62' "Captain" and the 60' "Commodore".

can relay an order from his office in Greenport, New York, to the oyster boats dredging out on beds around a point called "Fireplace", from where the Elsworth product gets its name.

As skipper of the former sailboat *Commander*, for 39 years Capt. Royal C. Decker hoisted a dredge that was standard equipment on oyster boats on the Sound. While three of the Elsworth boats were tied up at South Norwalk recently to work beds on the Connecticut shores, they illustrated the progress made in dredging rigs since Capt. Decker joined the firm.

The *Captain* has the most advanced type of dredging rig in the fleet, consisting of an A-frame hoist, dumper dredges and an automatic conveyor system on deck for loading shellfish. As many as 2500 bushels of oysters can be taken aboard the boat in a morning by means of hydraulic power, without the crew having to touch a shovel in distributing the shellfish. Other special equipment on the *Captain* includes a Sperry Magnetic Compass Pilot to aid her skipper, Alfred Reiter, who runs most of the trips across Long Island Sound for the fleet.



Capt. Royal C. Decker, vice-president of J. & J. W. Elsworth Co. At right is part of the equipment at the firm's South Norwalk, Conn. marine base, including a headframe and hoist with stationary conveyor.



The "Evelyn S.", 50' fishing tug owned by Charles M. Anderson of Anderson Fish Co., Frankfort, Mich. She is painted with Pettit paint, and her power plant is a 90 hp. Kahlenberg Diesel. The craft uses Mobil products, and is equipped with Willard batteries, Columbian rope, Ederer nets, Bludworth depth sounder, Northill anchor and Kaar radiotelephone and direction finder.

Great Lakes Lamprey Larvae May Be Killed with Poison

Efforts shortly will be renewed and extended at the U. S. Fish & Wildlife Service sea lamprey laboratory on Hammond Bay near Rogers City, Mich., to find or develop a poison which will kill the larvae of the sea lamprey. Some experimenting along the poison line already has been given a great boost by recent development of poisons so selective that one type of undesirable fish can be killed without affecting other species.

Operations during the 1953 lamprey spawning runs provided the researchers with two important facts. One is that the lamprey already may be better established in Lake Superior than was suspected. The other is data showing how fish of various species fare in getting through the electrical fields aimed at killing the lampreys.

During the fiscal year 1953 sea lamprey control structures were installed or put under construction in all known or potential spawning streams tributary to the Michigan waters of Lake Superior. The 1954 appropriation will make possible the completion of structures not yet finished in this area and the installation of barriers in Wisconsin and Minnesota streams as well. Investigations of Great Lakes fisheries that have been affected directly by the lamprey or indirectly as the result of shifts of fishing pressure, also will be carried on.

Make Record Catfish Yields

On Lake Huron commercial fishermen operating out of Bay Port, Mich., on Saginaw Bay, recently produced some record hauls of catfish with seines. In one instance, 10,500 lbs. of fish were taken in a single haul of a seine. This was the largest lift of catfish made in the area in 26 years.

In the thumb area of Lake Superior, Portage Entry netters already are getting herring yields. The herring run usually hits this area in November.

Producers in Duluth, Minn., Bayfield, Wis., Ontonagon, Eagle and Copper Harbors, Portage Entry, Hancock, Chassel, Big Bay, Marquette, Munising, Grand Marais, Brimley and Sault Ste. Marie, Mich., already are "heavy-setting" gill nets for the anticipated Fall trout run.

At Marquette, Mich., a commercial fisherman brought in among others a nice 40-lb. lake trout. This past Summer's lake trout trolling season has been entirely successful. Seldom did a troller go out without returning with a lucrative, if not sizable, catch of trout. One hour's fishing brought one lake troller 72 lbs. of prized lake trout recently, indicating trout have not been in their usual

Summer habitats, but have been in upper levels where set hook lines, and even drifting gill nets, might take them with constant frequency.

Chub Catches Good

On Lake Michigan, generally, fishermen enjoyed good chub takes this year. Chicago and Waukegan, Ill. fishermen, particularly, lifted a lot of fish. Most of these chubs went for smoking. In northern Lake Michigan, herring yields were somewhat improved.

Green Bay, Two Rivers and Sturgeon Bay, Wis. producers have been making some nice catches of chub and carp. While perch catches have been fairly good, yields of other fish, generally, were fair to poor. With the Fall season, however, moderately better yields are indicated, including sizable takes of herring.

On Lake Erie, commercial fishing among the netters was steady, with moderate catches of mixed fish. In the eastern area of the Lake, catches of whitefish have improved somewhat.

New Michigan Fishing Laws Go into Effect

Commercial fishermen in Michigan waters of the Great Lakes will have some of their operations controlled by the new laws which were enacted by the 1953 Legislature and became effective early in October. The bill recommended by the Michigan Fish Producers Assoc. that was introduced was designed to: (1) reduce the number of stakes required in pound nets from 7 to 5; (2) permit the use of trap nets in Lake Huron in waters up to 90' in depth; (3) permit fishermen to keep all legal-sized fish taken in reefed gill nets set under the ice in waters up to 30' in depth; (4) allow the gill net fishermen on Green Bay to fish for herring and chubs during the closed season on perch, under special permits issued by the Director of Conservation; and (5) change the legal size of whitefish from 2 lbs. in the round to 17" in length.

The Fish & Fisheries Committee in the House amended the bill by striking out provisions 2 and 3. The Committee would not consider a greater depth for trap nets in Lake Huron, and would not allow fishermen to keep all legal-sized fish taken in reefed nets set under the ice.

Aside from striking out these two important provisions of the measure, the Committee amended the section covering the closed season on lake trout in Lake Superior by adding 5 days to opening and closing dates. This changed the present closed season of October 10 to November 4, to October 5 to November 9, both dates inclusive.

Michigan's Catch Above Average Last Year

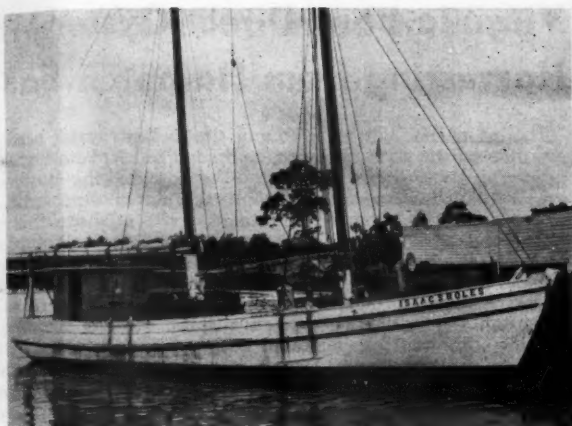
Michigan's commercial fishermen landed more than 25 million lbs. of fresh-water fish from the Great Lakes during 1952, according to the Michigan Department of Conservation. This was about 3 million lbs. above the average for the past 31 years.

Catches of species such as herring, smelt, chubs, and carp were large. Herring landings jumped nearly 2 million lbs. from the 1951 catch, while the smelt yield increased by more than 1 million lbs. Chubs and carp also showed gains, and there were nominal increases in the catches of yellow perch, catfish, longnose sucker, white bass, pickerel (northern pike), bowfin, rock bass, sturgeon, gizzard shad, and blue pike.

However, there was evidence that the important lake trout and whitefish populations are dwindling even further because of the sea lamprey. The year 1952 marked an all-time low in the catch of both these species. Also, the 1952 yellow pike catch was the lowest recorded since 1926.

In addition to decreases in lake trout and whitefish, there were declines in the catches of white and redbreast suckers, menominee whitefish, sheepshead, bullheads, saugers, burbot, and mooneyes.

The total production in Lake Michigan increased almost 3 million lbs.—the largest gain of all the lakes. Herring, smelt, and chubs made up most of this increase. The catch from Lake Superior decreased about ½ million lbs., but there were increases of approximately ½ million lbs. for each of Lakes Huron and Erie.



The 45' "Isaac S. Boles", one of the fleet of fishing boats operated by the Spence Brothers Fish Co. of Niceville, Fla., noses alongside a



pier in Valparaiso. Looking over a red snapper are the partner-owners of the firm, Wallace B. Spence (left) and Walter Spence (right).

Florida Shrimp Run Heavy In Apalachicola Bay

The catching of hundreds of tons of high quality shrimp has marked the opening of the season in Apalachicola Bay. Not in a decade has there been a run to equal this one, which has continued unabated since the season opened September 8. More than 80 boats, comprising the entire local fleet, come dockside only long enough to unload their cargoes and depart again to take advantage of the hordes of shrimp.

It is estimated that between 70 and 80 thousand lbs. of shrimp, ranging in size from 30 to 45 heads-on to the pound, were being taken per day the middle of the month.

Red Tide Gets Copper Sulphate Treatment

The Fish & Wildlife Service biologists think they may have found a way to stop future red tides that kill millions of fish. A small-scale experiment in a limited area of the infected waters off the West Coast of Florida has proved successful.

Burlap sacks containing copper sulphate crystals were towed through waters dense with "gymnodinium brevis", the minute marine organism that discolors and poisons the sea. The effect was immediate and successful.

The present outbreak is too large to be affected by this treatment, but if the copper sulphate experiments continue to prove effective, it will be possible to stop any future red tide if it is discovered in its early stages.

The present infected area extends about 100 miles between Fort Myers and St. Petersburg, with a width of from 5 to 20 miles.

Franklin County Oyster Season Under Way

Along the Franklin County coast, from East Point over to 13-Mile, the 1953-54 oyster season is under way, and will be in full swing through April 15. Managers of the oyster houses say there are a lot of young oysters on the bars in Apalachicola Bay and St. Vincent Sound, which usually is a good sign.

New Shrimp Trawler Launched at Pensacola

The *Gulf Mistress*, a 73-ft. shrimp trawler, was launched last month at Pensacola. The vessel, owned by the Wall-Pace Co. and designed by N. C. Covacevich, was christened by Mrs. Robert A. Pace. It was said to be the first sea-going trawler to be constructed in Pensacola.

Fishermen Joining Union

A fishermen's cooperative was mentioned as a possible solution to the price problems of the Fort Myers fishermen, after union organization at a meeting last month. The fishermen from as far north as Crystal River and

as far south as Everglades were represented, and more than 300 signed up as tentative members of the United Packinghouse Workers of America.

The union would embrace all inland fishing, as well as deep-sea work, such as shrimping, with separation if problems arise which do not affect each other.

McCreary Fishery Moves

The McCreary Fishery, said to be the oldest business in Tarpon Springs still operating under the same name and same family, has moved to its new location on Lake Lutea, purchased last October. Since that time, additions and various improvements have been made. This location was at one time occupied by the Gause Fish Co.

McCreary Fishery began business originally in Cedar Keys over 60 years ago, later moving to Hudson. From Hudson it moved to Tarpon Springs in 1904.

With the exception of a couple of years when McCreary Fishery operated in the Miami-Key West and Gasparilla areas, business has been continuous since 1904 at the old Hope Street site. Since the passing of Robert McCreary in 1929, the concern has been operated by Harry McCreary.

Scarcity of Sponge Fishermen

Although many of the sponge beds between Anclote Key and St. Marks are producing again after several barren years, it is doubtful if this year's harvest will have much economic meaning to the city, since there are apparently not enough experienced spongers still residing in Tarpon Springs to man anywhere near the entire sponge fleet. A considerable number of the men who served as crew members before the sponge blight began several years ago, now are working in the North.

A total of 16 boats are operating out of Tarpon Springs—a number of them hook boats requiring a smaller crew than diving boats. The latter cannot be operated without a crew of six.

Cedar Key Fishermen Set Minimum Mullet Price

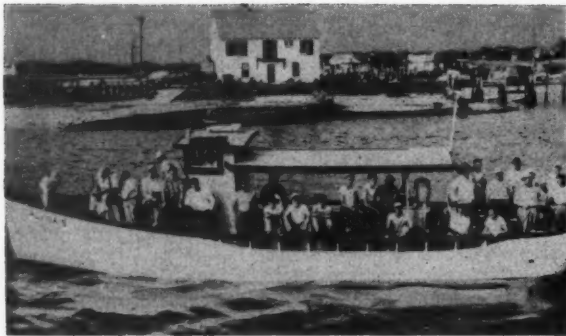
Cedar Key fishermen decided September 20 on a 14¢ per pound minimum price for mullet caught in the Cedar Key vicinity, regardless of size. In their second organized meeting, the fishermen also decided to charge a fee of \$5 for each charter member of the association.

Shrimp Plant to Be Erected at Miami

A shrimp packing plant for Florida Frozen Food Processors is to be erected at Miami. Plans call for a one-story building, 185' x 115'.

Tampa Shrimp Catch Shows Big Gain

During 1952, the fleet brought 5,934,980 lbs. of shrimp into Tampa. In the first six months of this year, that cargo jumped to 4,407,988 lbs., which bids fair to double the 1952 total.



The 45' x 12' x 3½' twin screw party boat "Alvina S.", owned by Capt. Alfred Gamp of Cape May, N. J. Her equipment includes Walters 2:1 reverse and reduction gear units, 1½" Monel shafting, 22 x 22 Columbian wheels, Sudbury Aqua Clear feeders and Columbian rope. She is painted with International paint, and has a top speed of over 15 knots.

New Jersey Has a Large Fleet Fishing Out of Ottens Harbor

The 1600 ft. long landlocked Ottens Harbor in the heart of Wildwood is one of the Atlantic seaboard's principal centers of commercial fishing. More than 300 men are employed in the nine major firms at Ottens Harbor.

There are over 86 commercial fishing boats using the Ottens Harbor docks, most of them powered with Diesel engines and averaging about 50 ft. in length. The largest of the boats at Wildwood measures 110 ft. They each have a crew of from two to five men, and the average fishing time is from 12 to 14 hours. The craft fish about 15 miles off the coast of Wildwood and Wildwood Crest during the Summer.

A conservative estimate is that three and one-half million lbs. of fish are shipped out of Ottens Harbor yearly, at a value of two million dollars. Three hundred thousand bushels of clams, worth \$450,000, also are shipped each year.

Firms based at Ottens Harbor include O. K. Fishermen's Assoc., O. A. Huf Fish Co., Wildwood Fishery, Bergen's, Union, Feldt's, Al's Railway, J. Goldberg Railway and Ottens Harbor Ice Co.

Capt. Tobiasen to Have New Boat

Capt. Carl Tobiasen of Atlantic City is having a 76 ft. boat built at Bena, Va. She will be equipped with a 350 hp., 7 x 8¼ Wolverine turbocharged Diesel, turning a 62 x 48 Columbian three-blade propeller. The craft will be ready in January.

Capt. Tobiasen also owns the *Serina II*, a lobster fisherman.

Landings Show Big Increase

Landings of fishery products at New Jersey ports during July, 1953 totaled 103,311,350 lbs., an increase of 107.9% as compared with the same month in 1952, according to the Fish & Wildlife Service. Menhaden, at 99,190,400 lbs., scup with 1,014,900 lbs., and sea bass, at 874,700 lbs., accounted for 98% of the total catch.

New Jersey landings for the first seven months of 1953 totaled 215,077,500 lbs., as compared with 102,623,550 lbs. during the same period in 1952.

Walters Joins Wm. M. McClain, Inc.

George J. Walters, formerly manager of Emerson Odham, in the Reading Terminal Market, Philadelphia, recently joined Wm. M. McClain, Inc., Philadelphia seafood wholesaler. For 22 years Mr. Walters was with Emerson Odham, the firm succeeding H. H. Clifton Co., which in turn succeeded J. O. Holbrook.

Virginia Bans Direct Oyster Harvesting from Hampton Bar

Hampton Bar, which is among the richest oyster seed grounds on the Atlantic coast, will send none of its high-grade bivalves direct to the market during the oyster season which opened last month. Water pollution in Hampton Roads, where Hampton Bar lies offshore from Hampton and Newport News, has brought on the return of the State Health Dept. ban on direct production from the bar's seed grounds.

The restriction means that every oyster taken from Hampton Bar will have to be transplanted into nonpolluted waters of Chesapeake Bay for a period of 10 days to three weeks before it is taken to the shucking house.

Tangier Tongers Doing Well

The Tangier crabbing season ended and oyster tonging began during September. About 24 Tangier tongers are working the oyster grounds in the Potomac and Rappahannock Rivers, and are doing well. Takes of from 8 to 12 bushels a day are being made, and the tongers are receiving \$3 a bushel for their oysters.

As for the Tangier potters and gillers, they are breaking records. Capt. Willie Crockett, fishing pots in Tangier Sound, was making as much as \$400 a week on balloon fish which he sells to the Crisfield markets for 25¢ a pound. A giller made \$130 in one night on Norfolk spot, fishing in the mouth of the Wicomico River.

Hurricane Damages Oyster Beds

Although examinations made by oystermen immediately following the storm showed that Hurricane Barbara did only limited damage to the oyster industry in the Norfolk area, subsequent surveys by persons in the industry and by biologists of the Virginia Fisheries Laboratory, indicated substantial losses from smothering and rolling.

Teachers Take Marine Fisheries Course

Fifteen agricultural teachers from tidewater schools recently completed a course in marine fisheries at the Virginia Fisheries Laboratory, Gloucester Point. The purpose of this course is to familiarize the agricultural teachers with problems of the fishing industry, and to assist them in planning materials which may be used in their classroom instruction. A number of these teachers will encourage their students to take some project in the fisheries.

Seed Oyster Sales Limited to State

Continuation of a ban on sale of seed oysters from public oyster grounds for use out of the State was decided upon by the Virginia Commission of Fisheries at its meeting in Newport News September 29. A public hearing was held on the seed oyster question.

Oyster Leases Appealed to Court

The Lancaster County Oystermen's Benefit Association has started court proceedings in the Lancaster County Circuit Court in an effort to prevent the leasing of approximately 479 acres of Rappahannock River oyster shore to four Lancaster County men. The Oystermen's Association contends that it would be to the public interest for the Commission of Fisheries to reverse its decision.

Hampton Roads Area Landings

Totaling 850,000 lbs., landings of fish in the Hampton Roads region for the month of September dropped over 200,000 lbs. from the same month of last year. Ninety-three per cent of the catch was from pound nets and haul seines. Croaker accounted for nearly half of the landings, the haul of this variety having totaled 353,000 lbs. The runner-up species was sea trout, with 288,400 lbs., followed by spot, with 94,500 lbs.

North Carolina Yard to Build Trawlers on Assembly Line

The Morehead City Yacht Basin launched its first Hatteras-type shrimp trawler last month. The 68' boat was a test model for an assembly line the firm will start.

The concern, of which R. C. Kirchofer of Raleigh is president, is in the process now of constructing a shed under which it will build the trawlers, turning out several each month. Immediately after the launching of the first vessel, the keel for the second was laid.

Except for fishing gear, the boats will be complete when they are delivered to their buyers. Besides the 68' model recently launched, other boats in the series will be from 55 to 75 ft. in length. They will be powered with Diesel engines, and the vessels will be standardized as much as possible to speed up production and keep costs down.

Striped Bass Season Getting Under Way

Sound and offshore fishing was better than usual the middle of last month, and some excellent catches were reported. In Manteo the striped bass season was getting under way in nearby sounds. Gradually the striped bass, or rockfish catches, will get better and reach a peak during late October.

Appoints New Conservation Director

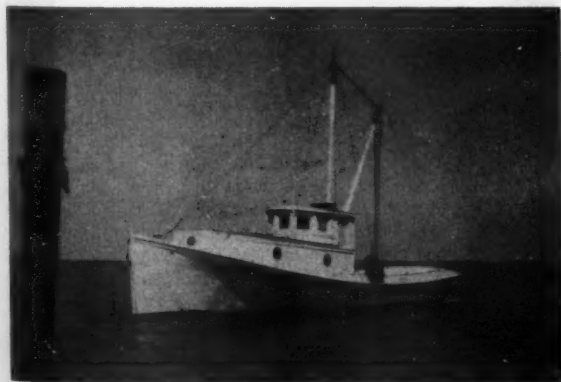
Gov. William B. Umstead recently announced the appointment of Ben Douglas of Charlotte as Director of the Dept. of Conservation and Development of the State. Mr. Douglas replaces George Ross of Raleigh, who has served in that post for several years.

Cecil Morris, Atlantic, who is a businessman familiar with the fishing industry, was named by the Governor to serve as a member of the Board. Seven members of the former Board were reappointed. Governor Umstead announced that he expected to name another person from the commercial fishing areas to the Board.

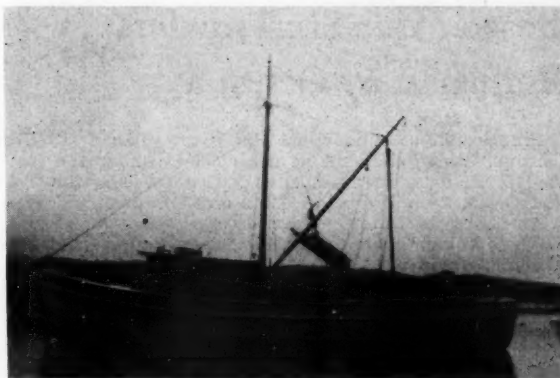
Menhaden Factory Destroyed by Fire

A fire on September 28 virtually destroyed the Phillips menhaden factory in Morehead City almost at the opening of the fishing season. Only the dock and unloading elevator were saved.

The large frame factory building and three or four smaller frame buildings were destroyed, along with living quarters for workers, a dining room and a foreman's house. The factory was deserted because the menhaden season in the area starts around October 1, and the plant usually does not get into swing until about a month later.



The 41½' fishing boat "Charles D.", owned by Swindell Goodwin of Roe, N. C., powered with a Chrysler Crown engine. She also has Columbian propeller, Ederer trawls and Hudson American radiotelephone.



The "William D.", 60' dragger owned by Capt. William D. Parsons, Jr. of Montauk, N. Y. A 120 hp. D13000 Caterpillar Diesel which swings 42 x 32 Columbian propeller through 2:1 Twin Disc reduction gear furnishes power for the craft. Navigating equipment includes RCA Loran, Bendix DR-7 depth recorder and Kaar direction finder. She also has Linen Thread Co. Gold Medal nets, Columbian rope, 25-watt Ray Jefferson telephone, 1500-watt Onan generator, and is finished with International paint.

Long Island Having Good Scalloping Weather

The combination of low tide, no wind and a bright sun was being looked on with much favor late last month by large groups of East Hampton scallopers. From September 16 when the season opened, until January 1 when it closes, the protected coves and bays north of East Hampton are sprinkled liberally with small boats of scallopers each day at low tide.

Commercial operators pay \$5.00 for the privilege of gathering up to five bushels a day during the three-and-a-half-month season. Scallopers were selling for \$3.50 a quart locally, the end of September, with baymen able to sell the greater part of their catch in East Hampton. Those who supply the New York market were getting about \$8.00 a gallon for opened scallops after they had paid commission and shipping charges.

Hudson River Shad Catch Declines

The 1953 Hudson River shad catch in New York waters amounted to 456,800 lbs., 17.5 per cent less than the 553,300 lbs. caught in 1952. The appearance of a large quantity of menhaden in the Raritan Bay area was believed to be responsible for the poor catch of shad in that section.

Fishing was conducted under special shad gill-net permits issued by the State of New York. The breakdown of the 1953 catch was as follows: Stake nets (90 licenses)—roe shad, 91,300 lbs.; buck shad 50,300 lbs.; total value to the fishermen, approximately \$26,000. Drift gill nets (109 licenses)—roe shad, 171,600 lbs.; buck shad, 143,600 lbs.; total value to the fishermen approximately \$35,000.

Boat Builder Honored in Marine Magazine

An article regarding Theodore W. Brigham of Greenport, one of the oldest active boat builders and designers in the country, was recently published in the magazine "Spotlight", which is the publication of the Marine Trades Assoc. of New York. Mr. Brigham has been building craft for fishermen, yachtsmen and various governments for nearly 50 years at Brigham's Shipyard in Greenport.

An ingenious method was used by the Brighams for launching boats before there were modern railways. The vessel was built on a support of heavily-constructed boxes filled with sand. When it was ready for the water, skids were laid under the boat and holes drilled in the boxes to let the sand out.

Boston Has Six Trawlers Returned by Germany

Six Boston steel trawlers that were loaned to West Germany to supplement its fishing fleet under the Marshall Plan have been returned. The first two, the *Surf* and *Ocean*, came back to Boston on September 25. They were towed by the ocean going tug *Masterman* of Hull, England, which made the Atlantic crossing from Bremerhaven, Germany in 28 days.

Other trawlers returned are the *Tide*, *Squall* and *Storm*, which together with the *Surf* and *Ocean* have been re-acquired by their original owners, Birds Eye Division of General Foods Corp. The sixth vessel is the *Lark*, which now is owned by John Burns Co. of Boston.

The returned trawlers, which are reported to have been tied up in Germany for a year, will require major overhaul before resuming fishing operations. The 144' *Surf*, a sister ship of the *Storm* and *Squall*, is being reconditioned and outfitted at the Birds Eye Marine Base at Rockland, Maine, from which port she will fish. The other Birds Eye vessels are being refitted at Boston.

"Marsala" Burns off Cape Cod

Fire destroyed the Boston fishing vessel *Marsala* early last month off Pollock Rip Lightship. The seven crew members of the *Marsala* were rescued by a second fishing vessel, the *Geraldine* and *Phyllis*, and brought to Boston.

The *Marsala* was skippered by Joseph Giacalone of Medford, and the captain of the *Geraldine* and *Phyllis* is Peter Condelli, who radioed to Boston that his boat was fishing only 10 lengths away from the *Marsala* when the latter's engine room went up in flames.

"Delaware" Makes Cruise Along Western Bank

The experimental freezing trawler *Delaware* returned to the East Boston Fish & Wildlife Service laboratory early in September from an expedition along the Western Bank in the vicinity of Sable Island. Close to 44,000 lbs. of fish were caught and brine-frozen. The cod and pollock bulk of the catch was put into commercial cold storage for data on keeping characteristics of these species of fish.

Fleet Officials at New York Demonstration

Several representatives of the Boston fishing industry attended the recent demonstration in New York harbor of the new underwater sonar instrument "Sea Scanar", made by Minneapolis-Honeywell Regulator Co. Among the port captains and engineers present were J. W. Christopher, Birds Eye Division of General Foods; Ted McCarthy, Fulham Brothers, Inc.; Lawrence Soule, Booth Fisheries Corp.; Lawrence Rosen, Usen Trawling Co.; and Ben Larson of Roen Transportation Co.



Capt. David Ribeiro, left, skipper of the 85' dragger "Edith L. Boudreau", which is redfishing out of Gloucester, Mass. Her power plant is a 260 hp. Cooper-Bessemer Diesel.

Gloucester Fleet Loses Two Veteran Draggers

The Gloucester fleet lost two of its draggers during September, the *Jennie and Julia* and the *Alvan T. Fuller*. Her crew blinded by fog shortly after midnight on September 7, the 80' dragger *Jennie and Julia* smashed on a harbor ledge of the Magnolia shore, 200 yards from the Dolliver's Neck Coast Guard station. Within six hours, the seas had broken her to kindling wood. Her owner-skipper, Capt. Paul Scola, and crew of five, escaped in their dory and rowed to the lifeboat station.

The dragger was launched 22 years ago from the Wadell Bros. shipyards on Bearskin Neck, Rockport. She was one of the high-line mackerel seiners for many years and an inshore fishing dragger in off-seasons.

Eight fishermen of the 88' dragger *Alvan T. Fuller* took to dories on September 13, when their vessel sank 40 miles south of Liverpool, N. 3. They were sighted by the fishing vessel *Tina D.*, which took them aboard.

The *Alvan T. Fuller*, owned and skippered by Capt. Joseph N. DaCruz of Gloucester, was towing a net at the time the water began coming in.

Best Fish Production Day of Year

Gloucester firms on September 28 had 22 draggers with 1,702,500 lbs. fresh fish, the best day of the year. Seven draggers hauled for 1,465,000 lbs. ocean perch, while 15 draggers added 237,500 lbs. whiting.

September 5 was the biggest day Gloucester has ever had for whiting, when 32 draggers reported at the wharves with 551,000 lbs.

"St. Anthony" Damaged by Fire

The dragger *St. Anthony* was severely damaged by fire last month while tied up at a wharf. Fire burned through the deck and threatened to spread throughout the craft, but fire fighters succeeded in confining the blaze below deck. Capt. Charles Parisi, the owner, estimated that the vessel would be out of commission for several weeks.

Two Well-Known Skippers Die

Capt. Bertram L. Hemeon, 59, one of the foremost Gloucester fishing skippers, died on September 22 at the U. S. Marine Hospital in Brighton. Capt. Hemeon had brought millions of pounds of fish to Gloucester during 41 years of fishing. For many years he was in command of the *Alice and Mildred*, and later the *Columbia*.

Capt. William C. Corkum, 91, one of Gloucester's best known old-time skippers, died on September 23. Capt. Corkum went to sea when he was a young man, and Gloucester was his home port for over a half-century.

He served as captain of the *Speculator*, haddocking and seining, and also was skipper of the *Romance*.

Parkhurst Railway Sold

Parkhurst Marine Railway Co. has been sold by J. Norman Abbott to a new corporation, Gloucester Marine Railways Corp. Attorney Solomon Sandler is president and Robert Fisher manager of the new firm.

The Parkhurst yard was established in 1856, and the firm's property includes the 104-year-old Burnham ways which were acquired by Parkhurst in 1916.

Maine Sardine Production Continues Light

A continued scarcity of fish indicates that the Maine sardine industry will end its 1953 operations on December 1 with a seriously short pack. Richard E. Reed, executive secretary of the Maine Sardine Industry, reported recently that hopes for a large late season production were waning as the customary plentiful September runs failed to appear.

Many veteran cannery men are predicting that the total pack will be less than 2,000,000 cases, which, coupled with a comparatively small 1952 carryover, could mean a definite shortage in the industry's nationwide market. Production of a little more than 1,000,000 cases to the middle of September was less than half of the 2,350,000 cases packed by the same time last year.

Storm Victims Eligible for RFC Loans

The Dept. of Sea & Shore Fisheries received word on September 24 from the Reconstruction Finance Corp. that the Maine coast, from Portland to Eastport, had been declared a "disaster area" within the meaning of the act providing for loans. Fishermen who suffered losses to fish and lobster gear as a result of the recent hurricane-type storm are eligible to apply for loans.

Officials of the RFC announced that offices would be established at Rockland and Ellsworth on September 28, and representatives of the agency would work out of these two places.

Lobster Research Projects

Two research projects involving the Maine lobster may soon show positive results. This is the opinion of Dr. J. Kenneth Donahue, a biologist who has been carrying on experiments this Summer in the laboratories of the Dept. of Sea & Shore Fisheries at McKown Point, Boothbay Harbor.

A study of the calcium levels found in the blood of lobsters may be useful to fishermen and lobster dealers as a means for determining when lobsters are ready to shed.

At the same time, research into the relation between the presence of eggs and the absence of moulting in the female lobster has led to the discovery that the lobster egg is an excellent source of estrogenic hormone. According to Dr. Donahue, this information may prove to be of considerable value to medical science.

Frees Net from Wheel During Hurricane

Edward Whiffen, chief engineer of the General Foods 110' trawler *Breeze* of Rockland, is being hailed as a hero by his shipmates. On September 11 the *Breeze* was in the process of towing back her gear from the first set on the Grand Banks off Newfoundland, when she was overtaken by the tail end of the hurricane "Carol".

Her net became wound around the shaft of the engine, causing it to stall. Due to the heavy seas, it was hopeless to call for assistance, so young Whiffen greased his body, strapped on a 50-pound weight and was lowered into the water to attempt to free the shaft. He finally succeeded in untangling enough of the net to allow the ship's engine to be reversed, freeing the shaft.

Lobster Has Spare Claws

Lobsters appear from time to time in a variety of colors and freak shapes, but recently Capt. Ote Lewis of Ash Point hauled one aboard in Muscle Ridge Channel complete with three claws where the catcher claw would ordinarily be. Not only are the three perfectly formed claws an anatomical curiosity of the crustacean world, but all three have all the usual joints and work perfectly. It is expected that the freak will wind up in the Dept.



The 44' "Shady Lady", owned by B. T. Potter, Jr. and skippered by Capt. R. E. McLellan of Trevett, Me. She has a 110 hp. Chrysler gasoline engine, and also is equipped with Exide batteries, Hyde propeller, Tubbs rope, Roebling cable and Hathaway winch. The craft is finished with International paint.

of Sea & Shore Fisheries exhibit at the Boothbay Harbor hatchery.

Continues Tuna Explorations

The schooner *Marjorie Parker* completed the third exploratory fishing cruise of the season on September 17, following a trip of 14 days in exploring for bluefin tuna and testing long lines and trammel nets in the offshore waters southeast of Georges Bank and the South Channel.

Although bluefins were being taken by commercial vessels in the inshore regions, very few were found on the exploratory cruise in the offshore waters. The total catch was 800 lbs. of bluefin tuna, 400 lbs. of mackerel sharks, and one swordfish weighing 215 lbs. dressed weight. With the exception of three tuna caught on surface troll lines, all of the fish were captured on the long lines. Trammel net fishing conducted at night was unproductive of tuna catches, although small quantities of sea herring and mackerel were caught in the smaller inside webbing of the nets.

Fishing and scouting operations during the first stages of the trip were confined to the waters south and east of Georges Bank and Nantucket Lightship. No tuna were sighted in these areas, and long-line sets met with negative results. Surface water temperatures ranged from 69° to 73°F., and bathythermographic casts showed that warm water extended to approximately 90' below the surface.

For three days fishing was conducted on the southwest part of Georges Bank, where many small bunches of tuna were observed surfacing. They appeared to be feeding on small herring and squid which were abundant in the water. While some tuna were caught on the long lines, it appeared that the fish preferred the live feed to hooks baited with frozen herring and squid.

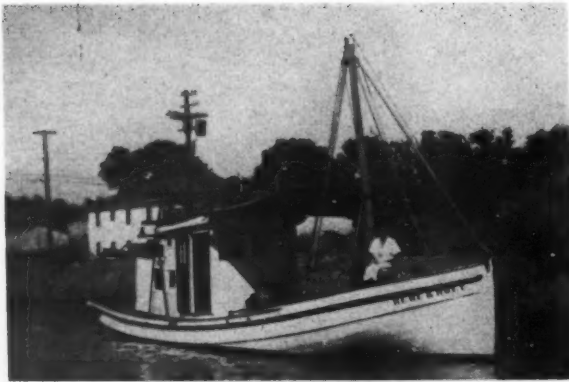
Surface troll lines attracted a total of eight strikes, but only three fish were successfully landed on deck. Best trolling was found in the southern limits of the South Channel, northeast of Nantucket Lightship.

Draggers Hauled at So. Portland

Portland draggers recently hauled by Story Marine Railway, South Portland, were the *Nora Sawyer*, owned by Jerry Balzano, for bottom caulking and painting; the *Blanche R III*, owned by Ralph Hanscom; the Harris Company's *Alice Doughty*; and the *Polaris*.

Anderson in Charge of Deep Sea Boats

Halvor (Andy) Anderson now is in charge of vessels at Deep Sea Products, Inc., South Portland. Headed by Donald Kirby, the firm operates the *Polaris* and *Batavia*.



Rene J. Cognevich's 40' shrimper "Rene & Huey" of Buras, La. She is finished with Pettit paint, and is powered with a 60 hp. Superior Diesel with 2:1 Joes reduction gear and 26 x 20 Columbian propeller. Esso lubricating oil is used, and the boat has Willard batteries, Columbian rope, Linen Thread Co. Gold Medal nets, Wickwire wire rope and Danforth anchor.

Louisiana Opens Seed Oyster Reservation to Dredging

The seed oyster reservation at Sister Lake, where hand-tonging of oysters has been permitted since July 10, was opened to light dredging, on a limited basis, October 1. Only 1,165 barrels of oysters had been removed from Sister Lake by the hand-tonging method for transplanting on leased water bottoms.

Dredging, which has not been allowed in the Terrebonne Parish body of water since 1948, will be permitted on the following basis: light dredges, not to exceed 115 lbs. complete and not having more than 16 teeth measuring not more than 4½ inches below cross bar may be used; boats must check in and have dredges weighed by inspectors at the State camp; the dredging period will not exceed 45 days and "over-dredged" areas may be closed at any time; 1953 planted areas will be out-of-bounds; permits must be obtained from inspectors; cargo will be checked prior to departure from Lake; boats with too much draft will be barred, since propellers might damage reefs; dredging will be temporarily suspended if excessively low tides occur.

Shrimp Catch Up

During the first eight months of this year, shrimp landings in the principal producing areas of Louisiana showed a gain of more than 10,000 bbls. over the same period of 1952. The catch totaled 144,650 bbls., as compared to 133,550.

More than half of the shrimp yield for the eight-month period went to the canners, their take having been 82,500 bbls., against 60,100 bbls. in the previous year. The amount of shrimp which was taken by the fresh and frozen market fell from 73,400 bbls. to 62,100.

The leading shrimp-producing area was New Orleans and the lower Mississippi River section, which had 60,100 bbls. Next was Houma, Chauvin, and Dulac, with 40,300 bbls.

The oyster take in the first eight months of 1953 dropped 42,600 bbls. to 378,000. Two-thirds of the yield came from the New Orleans and lower Mississippi River area, with the Golden Meadow region accounting for most of the balance of the landings.

Postpone Lake Pontchartrain Trawling Hearing

Judge Leo W. McCune recently continued indefinitely a hearing on a petition to stop the State Wild Life and Fisheries Commission from prohibiting shrimp trawling

in Lake Pontchartrain off Jefferson Parish. Judge McCune said the hearing was postponed because of the illness of Judge L. Julian Samuels.

The Commission announced two months ago that the Lake would be opened for commercial shrimp trawling, but then reversed this order because of the opposition of numerous sportsmen's groups. The Commission also has been restrained from interfering with commercial trawling in waters of the Lake off St. Charles and St. John the Baptist Parishes.

But the Commission is still prohibiting shrimp trawling operations in waters off Orleans, Tangipahoa and St. Tammany Parishes.

Canned Shrimp Pack Ahead

From August 1 through September 12, the amount of shrimp canned in the Gulf of Mexico area was 189,993 standard cases, a gain of 23% over last year's pack for the same period. The demand has been good. Prices have been maintained by the larger canners, but smaller operators have tended to shave the prices.

Catch Bluefin Tuna in Northern Gulf

The Fish & Wildlife Service exploratory vessel *Oregon* took its first positively-identified bluefin tuna in the north central Gulf of Mexico during the first week in September. This particular catch was made on live bait from a large fast-moving school.

Eleven two-pound tuna were caught in one flurry; six of these were blackfin, and five were small bluefin. It is believed that this may represent the first definite recording of bluefin tuna from the northern part of the Gulf.

Mississippi Oysters Affected By High Salinity of Water

The Mississippi Seafood Commission inspected the reefs the middle of last month while on a trip aboard the Commission's boat *Uranus*, and found the oysters to be in poor condition because of the excess salinity of the water.

Inspection was made of the Pass Christian tonging reefs, St. John Channel, and Pass Marianne. On the latter reef, where a two-acre plot was cleaned off and some shells planted, there is indication of young growth.

Appointed to Seafood Commission

Gov. Hugh White last month named Duncan Moran of Ocean Springs to the State Seafood Commission, succeeding Naif Jordan, also of Ocean Springs. Moran's term on the board is for five years.

Other members of the Commission include Walter Gex, Bay St. Louis, chairman; Walter McVeay, Gautier; Chester Delacruz, Biloxi; and Vinson B. Smith, Long Beach.

Urges Buying of Oysters from Approved Plants

Dr. A. N. Morphy, director, Harrison County Health Dept., issued a seasonal statement last month warning the general public to buy raw oysters only from approved oyster plants. The oyster season in Mississippi includes the months of September through April.

Dr. Morphy explained that approved oyster plants secure oysters from approved growing beds, shuck the oysters in stainless steel buckets, wash them over stainless steel skimmers and pack them in approved glass or metal containers.

He further urged operators of oyster bars to buy their raw stock oysters from approved sources. He said each operator should keep on file a bill of sale showing the distributor's name, his permit number, the name of the reef or beds where the oysters were tonged and the date of purchase.

Texas Seafood Production Shows Gain in September

Seafood landings at the principal Texas ports have been good despite unfavorable weather in the South Gulf. Production the last week in August and during the first three weeks in September was considerably larger than in the preceding 30 days.

The Port Isabel-Brownsville area led with 20,530 barrels of shrimp, 100% brown grooved, mostly 21-25 count. This section also reported 35,870 lbs. of edible finfish, including speckled trout, black and red drum, and red snapper.

Aransas Pass landings totaled 13,675 barrels of shrimp, 85% brown grooved, mostly 21-25 count. Fish landings here were 37,120 lbs., with black drum and speckled trout predominating.

The Port Lavaca area had 6,240 barrels of shrimp, 73% brown grooved, mostly 21-25 count; and 27% white, from 21-25 to 25-50 count.

The Galveston-Freeport region reported 5,705 barrels of shrimp. Of these, 82% were brown grooved, few 15-20 count, but mainly 20-30. The 18% white were from 25-30 to 30-50 count. This area reported 22,400 lbs. of red snapper.

Totals for the four areas were 46,150 barrels of shrimp and 95,360 lbs. of edible finfish.

President to Hear Shrimping Problems

When Pres. Eisenhower meets Mexican President Ruiz Cortines on October 19 for the dedication of the Falcon Dam, recently completed on the Rio Grande River, he will be informed on current problems existing between the two countries.

According to Assistant Secretary B. H. Brown, Jr., the Dept. of State will make available to Pres. Eisenhower in advance, full background material on current problems, and the matter of differences arising on the Gulf shrimping problem will be adequately covered.

Mr. Brown stated that the Department is working on a draft agreement, with regards to shrimping, along the lines suggested by representatives of the Shrimp Association of the Americas.

Frequently in the past, United States shrimp boats have encountered trouble with Mexican authorities while fishing Gulf waters. Some boats were seized, the owners fined, and the cargoes confiscated.

Seek Compromise on Shrimping in Two Bays

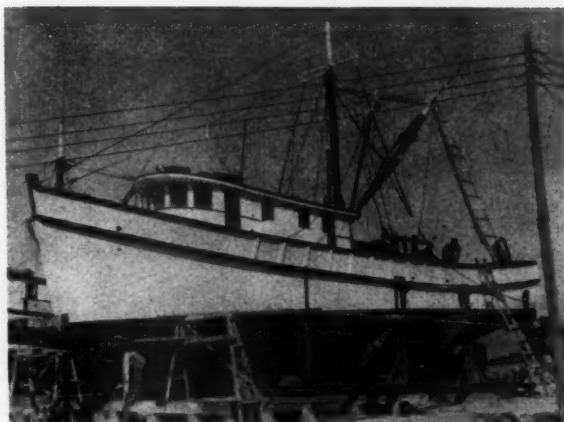
Some 60 representatives of the shrimp industry in the Corpus Christi area last month elected a committee to meet with a representative lawyer to work out a compromise with groups asking that shrimping be banned in Corpus Christi and Nueces Bays.

Elected chairman of the committee was Tom Edwards. Other committeemen are Logan James, Jim Coffman, Jack Edwards and Joe Wall. Attending the meeting were shrimpers, bait shrimpers and bait stand operators from an area ranging from Flour Bluff to Ingleside.

The discussion of netting in the bays arose several weeks ago when residents along Ocean Drive protested that the shrimpers were netting too close to shore and disturbing sports fishing.

Hurricane Damage

A hurricane and threats of storms interfered with shrimping in the lower Gulf of Mexico during September. Storm warnings were displayed over portions of the area during the early part of the month, and a



The 68' shrimp trawler "Golden Star", owned by Wallace Boudreaux of Brownsville, Texas, being painted at Schmidt Marine Ways, Port Isabel. She was built recently by Diesel Engine Sales Co. of St. Augustine, Fla., and is powered with a 275 hp. General Motors Diesel.

hurricane with considerable intensity traveled the extreme length of the Gulf carrying winds of 125 miles per hour. Finally, it went inland just east of Pensacola, Fla.

The disturbance developed so suddenly and gained speed so rapidly, trawlers did not have sufficient time to be evacuated. The damage to the shrimping fleet has not been officially calculated; however, owners of boats in the affected area estimate their loss will be heavy.

Alabama Challenges Constitutionality Of Federal Submerged Lands Act

Alabama told the Supreme Court recently that the "tidelands" law should be declared unconstitutional, lest its fishermen be required to pay license fees to Texas, Florida and Louisiana.

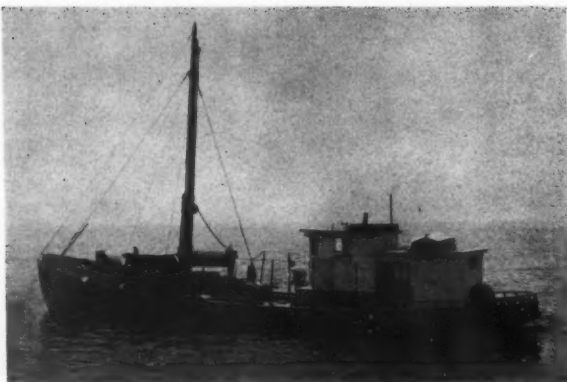
Alabama said in a suit challenging constitutionality of the submerged lands act that, if the law is permitted to stand, Alabama fishermen won't be able to operate in the Gulf of Mexico area between 3 and 10 miles from the shorelines of those States without paying such fees. The suit claimed these three States are ready to put such regulations into effect. In fact, the suit said, these States even assert the "right to exclude nonresidents altogether" from Gulf fishing areas.

The Supreme Court will rule later whether it will hear the suit. It was the second legal action filed by a State challenging the tidelands law, which was passed by the last Congress.

Arkansas was the first to file, but based its suit on the claim that the estimated \$50,000,000,000 worth of resources—chiefly oil—in offshore land belonged to all the States, not just those on the coast.



Part of the shrimping fleet operated by E. J. Toomer and his sons of Thunderbolt, Ga.



The 57 1/2' oyster dredge boat "Pearl D. Evans", owned by B. J. Rooks & Son, Inc., Warren, R. I., and skippered by Capt. John C. DaCosta. Her power plant is a 110 hp. General Motors Diesel, and she is equipped with Surette batteries.

Rhode Island Scallop Crop in Point Judith Pond Heavy

Indications are that this year's Point Judith scallop crop is the heaviest in years. Chief Warden Robert Lowry reported that two power dredges operating out of upper Point Judith Pond made a catch of 10 bushels each in less than an hour on September 20.

He announced that a survey of the scallop seed crop which will be harvested next year will be made as soon as traffic on Point Judith Pond lessens. There appears to be three sizes of seed, according to Mr. Lowry, but there is no way of telling what next year's crop will be until after the season-peak pressure is off.

Harvest First Oysters

First oysters of the 1953 crop were harvested from Narragansett Bay on September 23 by Warren oyster companies. The oysters appeared to be as tasty as any taken from local waters in recent years. But the supply is short, and the price is expected to be higher this year, by about \$1 a barrel for shell stock and \$1 a gallon for oyster meats. Select oyster meats are expected to sell for \$8 a gallon, and oysters to be served on the half shell for \$24 a barrel, with medium-sized oysters \$23 a barrel.

The shops of the Warren Oyster Co. hummed with activity when the *George H. Church*, Capt. John Tavares, arrived at the dock carrying a boatload of oysters. Most of the shells were loaded into bins to be opened, but a few gallons were opened, washed and stored in cans to be placed under refrigeration. A similar scene was enacted at the shops of B. J. Rooks & Son, Inc.

New Advisory Council on Fish and Game

Gov. Roberts last month named a seven-member advisory council on fish and game to work with John L. Rego, State Director of Agriculture and Conservation. Members of the council include Theodore C. Anderson, Ashaway; Lester W. Arnold, East Greenwich; Michael A. Gammino, Jr., Peace Dale; Vincent J. Schafmeister, Westerly; Otto J. Alletag, Warren; George B. Gross, Wakefield; and Albert Pilon, Riverside.

The council members replace three old advisory groups—the advisory councils on fish and game, federal funds for wildlife and federal funds for fisheries. Alletag, who is president of the Warren Oyster Co., and Gross, owner of the Point Judith Fisheries of Wakefield, will be representatives of the commercial fishing interests. Arnold, a former president of the Rhode Island Shellfish Protective Assoc., will represent free fishermen.

In another move designed to strengthen the administration of fish and game laws, Mr. Rego on September 24 made Thomas J. Wright of Wakefield acting deputy chief of the Fish & Game Division.

Maryland Has Plentiful Supply of Crabs

The first week of September, according to reports by watermen at Crisfield, saw the lower Chesapeake Bay annual crab run in full swing. As a result, for a period there was an oversupply of crabs for packing houses.

Prices paid to the crabbers for their catches dropped to an average of 3 cents per pound or roughly about \$3 a barrel. Two weeks previous crabbers were being paid 5 cents a pound. Much of the increased supply was reportedly made up of crabs which had just reached the legal 5-inch limit with their last shedding.

In addition to the large number of marketable crabs in the Bay, most sections were literally alive with smaller specimens measuring less than the legal limit.

Scarcity of Oysters Reported

With the first two weeks of the Somerset County oyster tonging season over, tongers report a scarcity of shell-stock in local waters. Last year they claim they were taking about twice as many oysters as they have this year so far. Many of the watermen who were crabbing previous to the tonging season's opening on September 15th, have switched back to crabbing again.

However, observers say all indications are that the oyster stock in local waters can be expected to improve in quantity and condition with the coming of cooler weather.

Assistant Attorney General for Fisheries

The appointment of Noah A. Hillman as Assistant Attorney General for fisheries has been announced by Gov. McKeldin. Hillman's appointment makes available to the Department of Tidewater Fisheries for the first time in history a special representative to assure interpretations of the laws, if and when the need arises, and to contribute to a better understanding of legal situations in civil proceedings.

Find Giant-Sized Oyster Shells

Giant-sized oyster shells millions of years old have been uncovered at Annapolis on what one scientist described as an outcropping of the ancient ocean shore. James B. Engle of the Fish & Wildlife Service said that the huge shells were discovered among a layer of mollusk fossils by a ditch digger who was cutting a trench for pipeline at a residential development.

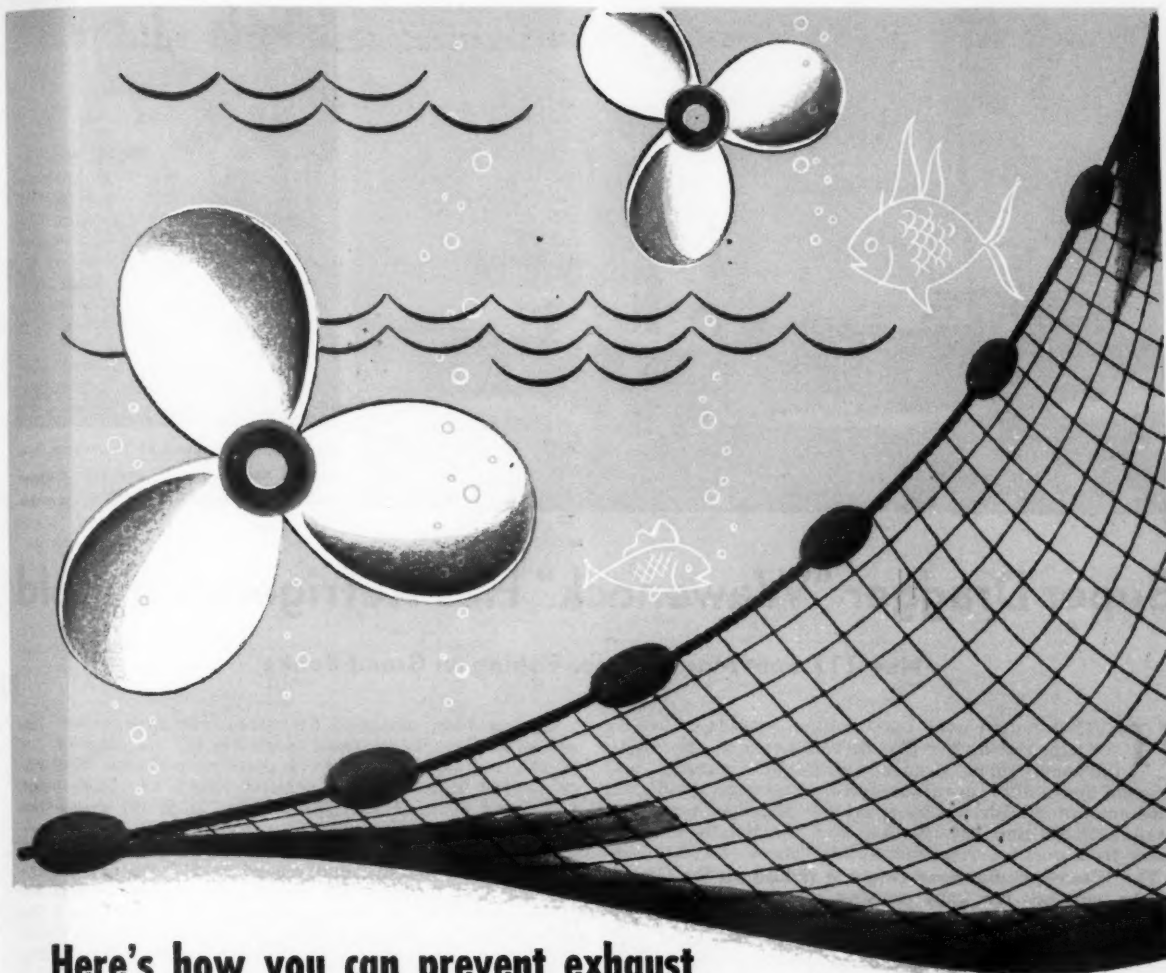
Some of the dozen oyster shells were 8 inches in diameter, a couple of times the size of contemporary Chesapeake species. They were almost round, rather than the elongated shape of today. Clam and snail shells also were in the fossilized pile.

South Carolina Law Allows Shrimping In Beaufort County Sounds

In an interpretation of the South Carolina code of fishing laws, State Attorney General T. C. Callison held on September 25 that shrimp trawling in Beaufort County is restricted to "sounds" and may not legally be done in rivers and streams leading into the sounds.

Callison said much interest had been shown in the Beaufort area in the question of trawling for shrimp. He reported his office also had received complaints from people living near streams and rivers about persons trawling for shrimp up and down the streams. The Attorney General explained that trawling for shrimp in the sounds of Beaufort County was legal during September, October and November, according to State law.

Alonzo B. Seabrook, director of the Division of Commercial Fisheries at Charleston, had requested Callison's assistance in interpreting a 1953 amendment to the code of laws on shrimping.



Here's how you can prevent exhaust port-fouling problems... Minimize over-all engine wear with **SHELL TALONA OIL**

Now—by using Shell Talona Oil, operators of fishing craft find they completely eliminate port-fouling problems and at the same time minimize engine wear. Continued use of Shell Talona Oil has lengthened time between overhauls to an extent formerly thought impossible.

The low-carbon-forming tendency of Shell Talona Oil prevents port-fouling, even in the extreme range of jacket temperatures normal in fishing craft operation. The small deposits of carbon that do form are soft, flaky and self-cleaning.

In addition to freedom from port-fouling,

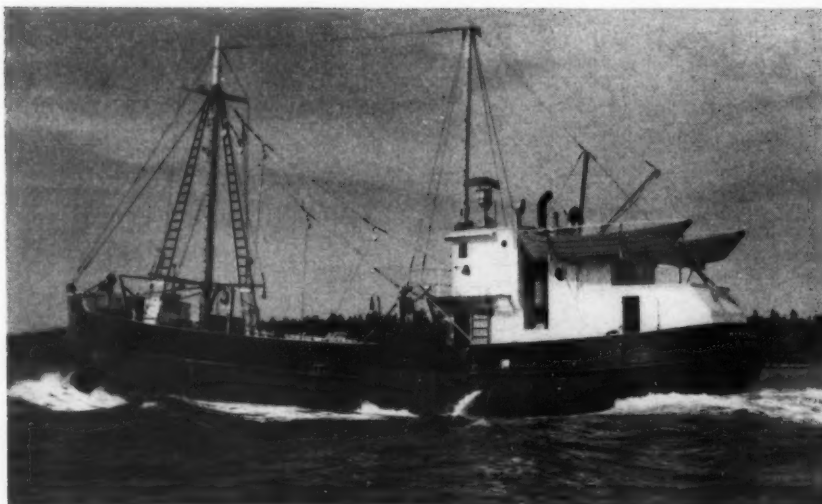
Shell Talona Oil gives all these advantages to fishing craft operators.

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SHELL TALONA OIL



Capt. Robert Anderson of Thomaston, Me. and his new command, the 117' dragger "Wawenock" built by Harvey F. Gamage.

Super Dragger "Wawenock" Has Refrigerated Hold

New 117-Foot Maine Vessel Fishing on Grand Banks

HAVING caught over 1-1/3 million pounds of fish in six trips during her first three months in operation, the new super dragger *Wawenock* already has proven her ability as a successful, high-line producer. The amount of fish weighed out per trip has been between 218,000 and 236,000 lbs., and the length of time away from port has run from 11 to 14 days.

The *Wawenock* has been catching redfish on the Grand Banks, and her ten knot cruising speed enables her to make the run to the grounds in 84 to 86 hours, and return to port in 96 hours. The seaworthiness of the vessel was put to good test last month when she encountered two hurricanes. One of these hit when she was fishing, while she sailed through the center of the other one returning to port.

The *Wawenock* was designed and built by Harvey F. Gamage, Shipbuilder, of South Bristol, Maine. She is owned by the Wawenock Corporation, of which Gamage is president, and Mrs. Elizabeth R. Seavey of Rockland, Me., is treasurer. She is skippered by Capt. Robert Anderson of Thomaston, who formerly had command of the dragger *Eagle*, and is fishing out of Portland. John A. Anderson, brother of the captain, is engineer on the new vessel, which is named for an Indian tribe who lived in the South Bristol area. The Andersons' father once had a sloop by the same name.

Having been designed for speed, the new vessel has somewhat less beam than is customary for one of her length, but the hull has very good proportions. She has an overall length of 117', register length of 101.4', beam of 22' and draft of 12'. The dragger is of 191 gross tons and 152 net tons, and carries an 8-man crew.

The keel of the vessel is oak, sided 12"; frames oak 6" double sawn, moulded and spaced on 21" centers; planking is 3" oak, decking is 3" white pine and fastenings are galvanized. The engine room trunk is of steel, and the deck house is sheathed with plywood inside and out. Pettit paint was used on the topsides, with International paint on the bottom.

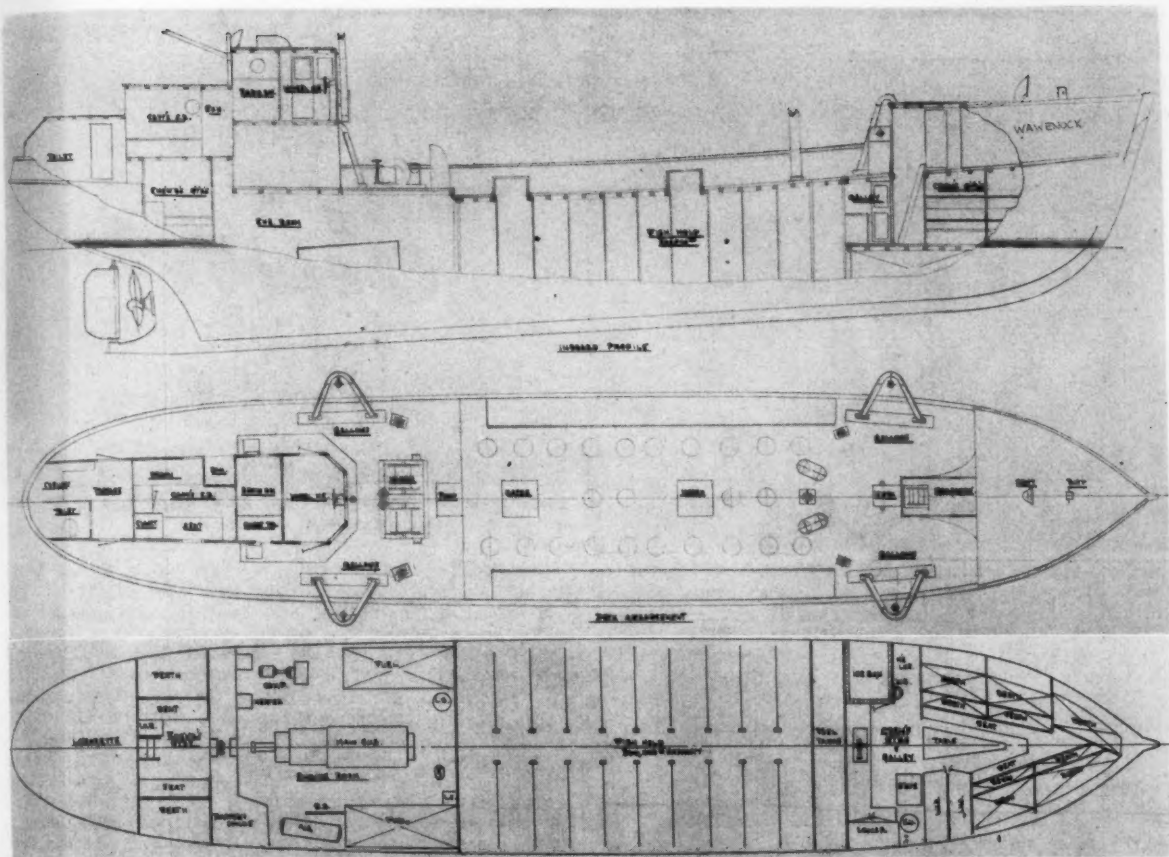
The *Wawenock* is the largest wooden fishing vessel built for the New England fleet in twelve years. She is the largest craft to go down the Gamage ways and the 33rd fishing vessel built by the yard in the last ten years. Constructed in record time, the vessel was launched just 6 months after her keel was laid.

Mechanical Refrigeration in Hold

A novel feature of the *Wawenock* is the mechanical refrigeration in her fish hold, said to be the first on a dragger. Installed by Acme Engineering Co. of Portland, the equipment consists of a direct expansion Freon-12 system with an air cooled condensing unit. The refrigerant is



Left to right: Harvey F. Gamage, builder of the "Wawenock"; Mrs. Elizabeth R. Seavey, treasurer of Wawenock Corp.; Roy Hunter, Hunter Machine Co.; Win Doane, marine representative, The Harris Co.; Paul D. Sullivan, service engineer, Enterprise Engine & Machinery Co.; John A. Anderson, engineer on the "Wawenock".



Inboard profile and arrangement plans of 117' dragger "Wawenock", designed and built by Harvey F. Gamage, So. Bristol, Me.

circulated through a series of pipe coils in the hold, extending fore and aft on the underside of the deck, and placed port and starboard between the deck plates and the outer sides of the hold.

The 3 hp. condensing unit, which occupies a space of only 2' wide, 4' long and 3' high, is mounted in space under the pilot house, and the suction and liquid lines run from this point. A liquid receiver is mounted on the inside of the forward engine room bulkhead. Use of air cooled equipment eliminates necessity of salt water pumps and attendant fouling and corrosion.

The refrigeration system, which operates at a thermostatically controlled temperature, is designed to retard the melting of ice and to offset heat absorption through the deck. A certain amount of ice is desirable for providing sufficient moisture to preserve the catch.

By maintaining proper hold temperature and reducing the amount of ice required, the mechanical refrigeration makes it possible for the boat to stay out longer and still bring back good quality fish. While the *Wawenock* has made some fairly long trips, the fish in her entire catch have been of top quality and acclaimed to be among the finest to come into Portland.

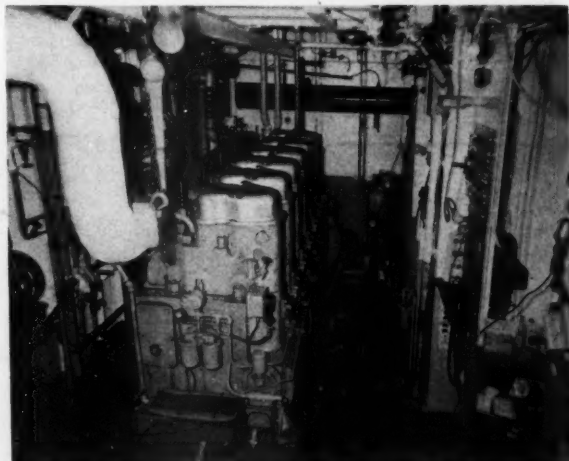
Whereas a vessel of the *Wawenock's* size normally would carry 45 tons of ice, it is expected that the use of mechanical refrigeration will reduce this amount by 50 percent or better. Furthermore, it has been found that with refrigeration, the crushed ice doesn't cake up; it remains in the same condition as when put aboard, which means it can be shoveled without the use of a pick to break it apart.

With a length of 36 feet, the *Wawenock's* fish hold has a capacity of 300,000 pounds. The after bulkhead has 3" cork insulation, while 3" of Fiberglas is used in the forward bulkhead. Reynolds aluminum foil is placed under the deck sheathing over the hold area, and the inside of

the hold is finished with Henderson & Johnson "fume proof" paint.

The hold has two hatches and 24 Kennebronze deck plates of 13½" diameter. The plates were made by J. F. Hodgkins Co. and are of high-tensile manganese bronze with cam lock fastenings. Unloading of fish is handled by an Ideal Windlass Co. double gypsy, 5 hp. electric fish hoist with capacity of 1200 lbs. and 92 feet per minute. The hoist is conveniently mounted on a welded pipe stand aft of the dog house.

Propulsion power for the *Wawenock* is furnished by a Model DMG-6, 6-cylinder, 12 x 15 Enterprise Diesel,



Engine room of the "Wawenock" showing her 400 hp. Enterprise Diesel.



Capt. Anderson and his Model DR-7A Bendix Depth Recorder

Capt. Bob Anderson

DEPENDS ON

Bendix

Aboard the

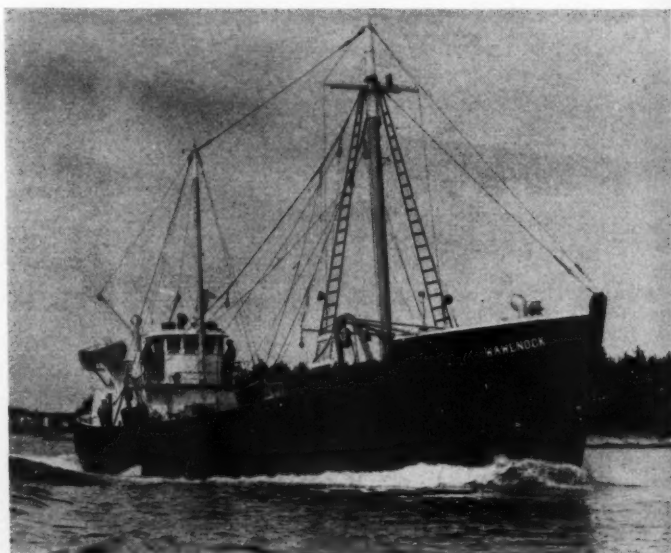
"WAWENOCK"

CAPTAIN Anderson, one of New England's top high liners, specified not one, but *two* Bendix Depth Recorders for his new command, the super dragger "Wawenock" — a model DR-7A for general navigating and work in less than 100-fathom water, and a 2-scale, model DR-6A for depths to 400 fathoms.

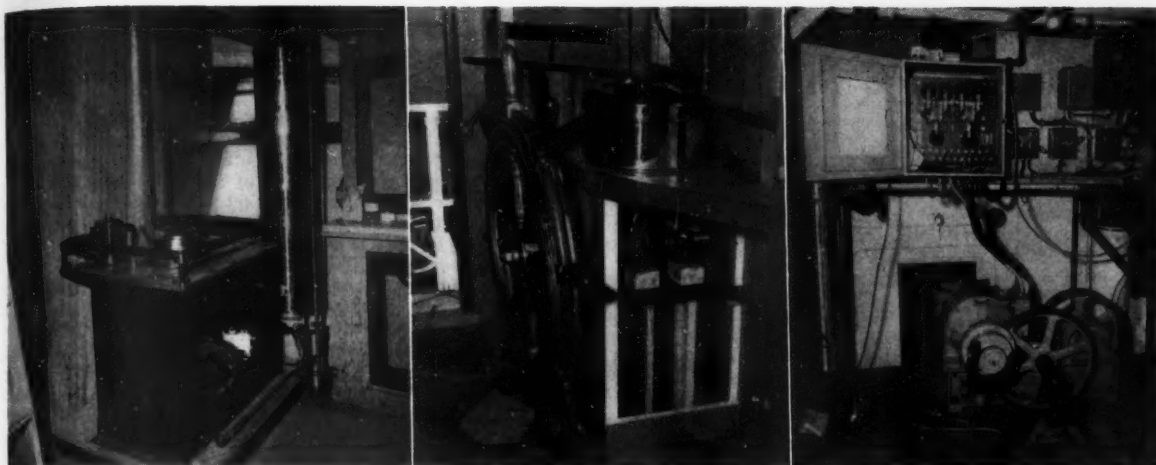
Largest wooden dragger added to the New England fleet in over a decade, the 117-ft. "Wawenock" was built by Harvey F. Gamage of South Bristol, Maine.

She is designed for Grand Banks red-fishing, and the Bendix Recorders will help her to make the long run in good time, find the grounds and fill her 300,000-pound hold.

The "Wawenock" has the 251st depth recorder installation made by The Harris Company, State of Maine distributors for Bendix.



EAST COAST OFFICE: 475 FIFTH AVENUE, NEW YORK 17, N. Y.
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Left: Webbperfection oil-burning range and hot water tank in "Wawenock" galley; center: Sperry magnetic compass pilot and manual steering equipment; right: Sperry electric steering engine and control panel below the wheel house.

rated 400 hp. at 400 rpm. It is direct reversing with sailing clutch, and has Ross heat exchanger and oil cooler, and Nugent lube oil filter. The engine swings a 64 x 36, 3-blade Columbian propeller on a 7" Monel metal shaft turning through a Goodrich Cutless rubber shaft bearing, with Hathaway bronze outside stern bearing. Socony-Vacuum lubricating oil is used.

The bronze rudder assembly was furnished by J. F. Hodgkins Co., and consists of Kennebronze rudder post, rudder holder and rudder heel plate, fabricated from high-tensile manganese bronze.

The auxiliary power plant is a Deseco unit comprising a 16 hp., 2-cylinder Lister Diesel, direct connected to 10 kw. Electro Dynamic generator, and operating a No. 95 Curtis air compressor through a Newton clutch. Pumping equipment includes electric bilge, washdown and fuel oil transfer pumps and two Edson hand deck pumps. The dragger has a 5 hp. electric, automatic air compressor, Surrence 8-HHG-31, 56-cell, 110-volt Surrence marine storage batteries sold by The Harris Co., Safety Car voltage regulator, and C-O-Two fire extinguishers.

Large Fuel Oil Capacity

Fuel oil capacity of the dragger is 11,000 gallons, carried in four port and starboard engine room tanks, one under the after cabin and two athwartship tanks, extending the full depth of the vessel between the fo'c's'le and fish hold. There is a 1200-gallon fresh water tank under the fo'c's'le floor.

Fishing gear, which was supplied by Hunter Machine Co. of Rockland, includes Linen Thread Co. Gold Medal No. 41 cotton trawl nets with 120' spread, Hunter's Nylon cod-ends made with double knit 72-thread seine twine, Hazard $\frac{3}{8}$ " wire trawl cable, and Plymouth rope.

The vessel has a model 639 Hathaway winch which will wind 460 fathoms of $\frac{3}{8}$ " wire on each 30" drum. The 6" gallows frames, 14" bollards and blocks are of Bromfield make. Two 600 lb. Danforth anchors, two life rafts and two life dories are carried.

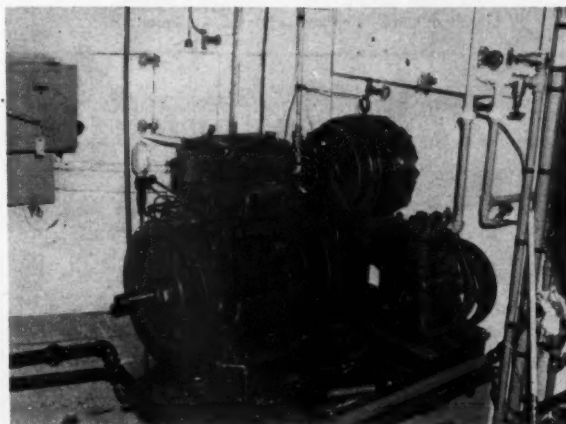
Comfortable and roomy quarters for the crew are provided in the fo'c's'le, which has 9 built-in berths, hardwood mess table, built-in ice refrigerator, wash bowl, stainless steel double sink and stainless steel covered dresser tops. The galley has a hot and cold fresh water system, and a Webbperfection oil-burning range. Hot water is supplied by a 30-gal. copper tank which is heated from a water-back in the range. The fo'c's'le is finished in fir plywood with mahogany trim and berth fronts.

The after cabin, just aft of the engine room, has two built-in berths for the engineers, and locker and storage space. The captain's stateroom, in the after section of the deck house, contains berth, seat and locker and has access to the cabin companionway. An after deck house provides turtleback protection at the stern, with passageway from

either side to the cabin companionway, toilet and gear stowage space.

Electric Steering and Compass Pilot

The Wawenock has a separate electronics room, with port light on either side, between the wheel house and stateroom. This room accommodates the RCA Model CR-103 radar, RCA Model ET-8050 radiotelephone, dual Loran units and direction finder. In the pilot house there are two Bendix depth recorders, a Model DR-7A for 100-



16 hp. "Deseco" Lister auxiliary unit with 10 kw. Electro Dynamic generator and Curtis compressor, aboard the "Wawenock".

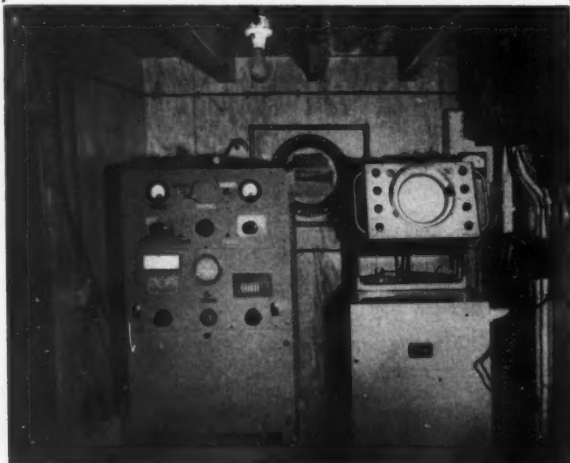


The "Wawenock" Surrence 8-HHG-31, 110-volt batteries.

ELECTRONIC EQUIPMENT

for the "Wawenock"

Supplied by HARRIS



Electronics room aboard the "Wawenock" showing her R.C.A. Radio-telephone and R.C.A. Radar

Two BENDIX Depth RECORDERS

Models DR-7A and DR-6A

R C A RADIO - TELEPHONE

Model ET-8050

R C A Model CR-103 RADAR

Power Supplied by

SURRETTE Marine Storage BATTERIES

Type 8-HHG-31

• • •

This modern equipment will help to assure good fishing and safe navigation for Capt. Bob Anderson with his new super dragger.

• • •

THE HARRIS COMPANY

PORTLAND, MAINE

Marine Hardware • Dragging Equipment

Electronics • Fuel • Groceries

fathom depth, and a two-scale Model DR-6A for 0-400 ft. and 0-400 fm. The recorders, radar and telephone were furnished by The Harris Co. of Portland.

The new dragger has a Sperry Magnetic Compass Pilot, with Sperry No. 1 all electric steering engine, which is placed in the main deck compartment under the pilot house. It consists of a 2 hp., 350 rpm., reversing electric steering motor (equipped with magnetic clutch and drum-type brake), reduction gearing and cable drum, which operates the quadrant. Sprocket and chain connect the power unit to the steering wheel shaft, and a clutch lever beside the wheel will declutch the steering engine so that manual steering can be obtained instantly.

As an automatic steerer, the Sperry Pilot releases the helmsman from monotonous standing at the wheel, and provides more accurate steering with less rudder under any sea condition. It has a course selector dial, graduated in degrees from 0 to 360, and a selector knob for setting the course desired or for maneuvering under automatic control. A four-tube electronic amplifier steps up the signals from the magnetometer pick-up coil in the compass controller and converts them into an output which actuates the steering gear. The amplifier also combines repeat-back signals from the steering gear with the signals of the controller so as to cut off rudder movement when the desired rudder angle is obtained.

Provincetown Traps Yield Large Amount of Tuna

Tuna fish in larger quantities than have been landed in some time were brought to Provincetown docks on Sept. 28 from the traps. Some of the fish weighed approximately 600 lbs., dressed.

Capt. John Fields brought in seven; Capt. Manuel Souza, three; Capt. Manuel J. Goveia, three; Capt. Ulysses Simmons, 19, all at Monument Dock; and Capt. Manuel Rego several large fish at Town Wharf.

One of the largest tuna landed during September was brought in on the 9th and weighed 690 lbs. dressed. The fish was so large that two separate boxes were used to ship it—each box being built for 500 lbs. The big fish was said to have weighed close to 900 lbs. as it came from the water, and was brought in by Capt. John Fields.

"Irene" Sinks off Nauset Light

A crew of two was rescued off Nauset Light on Sept. 21 as the fishing dragger *Irene*, a 60-footer, sank. Capt. Robert Wilson, skipper of the *Irene*, and Gerald McCarthy, both of Nantucket, were asleep on the craft when she began to sink. They awakened just in time to launch a dory and get clear of the boat. Picking up the two survivors was the dragger *Two Brothers* from Nantucket.

Predicts Good Scallop Season for Cape Cod

Arthur T. Lyman, acting Commissioner of Natural Resources, indicated recently that the scallop season for Cape Cod area fishermen, which generally opened on October 1, would be "pretty good".

The scallop fishery is expected to be good in Pleasant Bay, lower Cape Cod and in that section of Cape Cod Bay bordering on Wellfleet, Eastham and Orleans.

The report shows that Nantucket and Martha's Vineyard scallops look pretty good, although neither Island will begin fishing until November, as has been the custom for many years. Menemsha Pond should produce good revenue for Chilmark and Gay Head, while Lagoon Pond, divided between Tisbury and Oak Bluffs, will contribute its share.

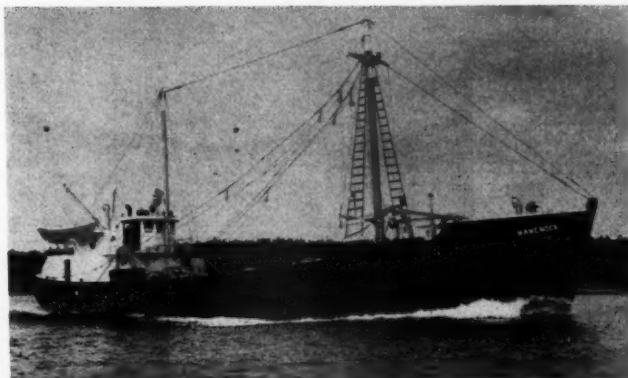
Buzzards Bay towns expect only a fair-to-middling catch. Harbors and inlets in this section give promise of two or three weeks' fishing, but better things may be discovered in the more open waters as the season progresses, particularly around Cleveland's Ledge.

Westport appears destined for another good year, although probably not as good as 1952.

FISH HOLD REFRIGERATION

For the WAWENOCK

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ACME ENGINEERING CO.



State of Maine Distributors for
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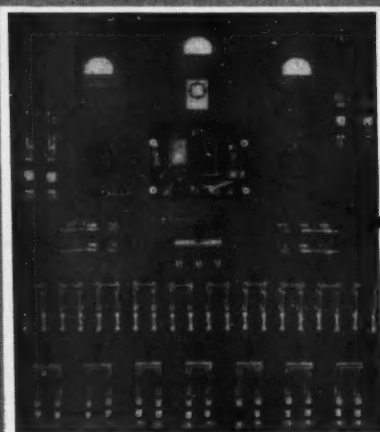
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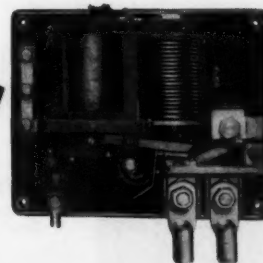
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"SAFETY" REVERSE CURRENT RELAYS...



The switchboard was designed and built by the Diesel Engine Sales and Engineering Company of Boston.

The illustrated switchboard utilizes a "Safety" Reverse Current Relay which closes automatically when the generator voltage reaches a predetermined value above that of the battery, and opens on a flow of current from the battery to the generator. The use of the relay eliminates a possible reversal of the generator, causing a discharged battery and a damaged generator.



For additional information concerning "Safety" Marine Products, consult the Marine Catalog and Buyers Directory or our Marine Division for the name of your nearest agent.

MARINE DIVISION P.O. BOX 904

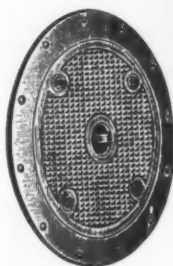
THE **SAFETY** CAR HEATING AND LIGHTING COMPANY INC

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"SAFETY" MARINE PRODUCTS INCLUDE: Variable and Constant Speed Generators • Generator Regulators • Load Regulators • Reverse Current Relays • Motor Generators • Motor Alternators.

KENNEBRONZE

**RUDDER
ASSEMBLY
and
DECK PLATES
on
TRAWLER
WAWENOCK**



This stern view of the new trawler "Wawenock" shows the Kennebronze rudder assembly. The rudder post, rudder holder, rudder heel plate and fittings are made of high-tensile manganese bronze. They are engineered for the job, and provide maximum strength and durability. Kennebronze fish hold deck plates have quick-action, cam lock fastenings, and are ruggedly fabricated for long life.

J. F. HODGKINS COMPANY
GARDINER, MAINE

Custom-made Manganese Bronze Castings for Trawlers.

Fishing Gear for the New "Wawenock"

Furnished by Hunter

- Linen Thread Nets
- Hazard Wire Rope
- Plymouth Cordage
- Nylon Cod Ends

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Complete Machine Shop Facilities
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ANOTHER

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OIL BURNING GALLEY RANGE

This time on the

TRAWLER "WAWENOCK"

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Building Ship Ranges Since 1894



Write for Catalog F10

Indonesians to Study Modern Fishery Development in U.S.

Five fishery technicians have arrived in this country from Indonesia, on Foreign Operations Administration grants for a year's in-service training and advanced instruction under guidance of the Fish & Wildlife Service. They are the first of a group of 11 Indonesians who will be trained in the United States in various aspects of modern fishery development during 1953-54.

Three of the trainees will receive instructions in Diesel engineering and refrigeration at the San Diego, Calif. Vocational School. The other two will take in-service training in fishery statistics in Washington, D. C., and Gloucester, Mass., and will study statistical theory and practice at the University of North Carolina's agricultural school, for the purpose of improving Indonesia's methods of compiling fishery statistics.

Fishery Statistical Book Available

Results of the first complete statistical survey made of the United States and Alaska fisheries since 1931 have been released by the Fish and Wildlife Service in a 492-page publication, "Fishery Statistics of the United States 1950." The book, Statistical Digest 27, is available by purchase from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at \$2.00 per copy.

Previous complete surveys of the United States fisheries were made only in 1908 and 1931. In recent years, canvasses of the fisheries of most sections of the country have been made annually. However, no data on the fisheries of the Mississippi River area have been assembled since 1931, and since 1940 only partial surveys have been made of the fisheries of the Great Lakes, South Atlantic, and Gulf States.

This sourcebook is the latest in a series of annual statistical reports which contain data on the volume of the catch of fishery products and their value, employment in the fisheries, quantity of gear operated, and the number of fishing craft employed in the taking of fishery products. Information on the volume and value of the production of manufactured fishery products and by-products also are shown.

For the first time since 1945, data on the catch and operating units by counties are shown for the entire Atlantic and Gulf coastal areas, except Maryland.

Safety Inspections

(Continued from page 13)

for noting dates of overhaul, renewal, lubrication and inspection. On some vessels bound note books are used, with a page or two for each set of gear. Similar records should be set up for all items and a time schedule for inspecting each drawn up.

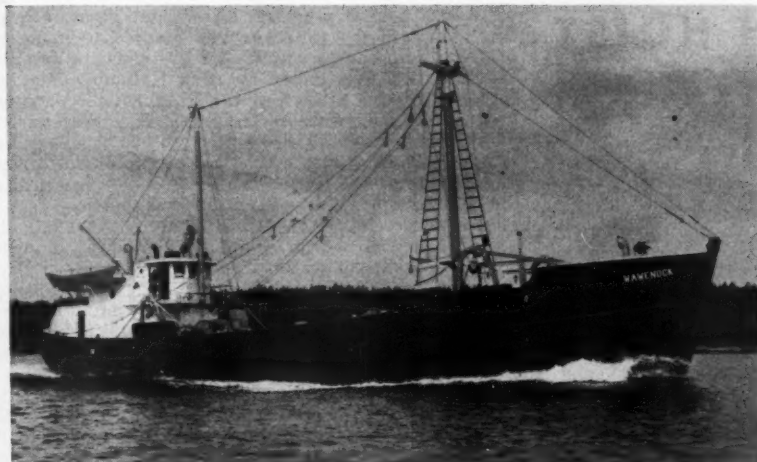
Non-scheduled Inspections

There are many unsafe conditions and practices which may develop from day to day. While these are for the most part the responsibility of the crew member in immediate charge to correct, they may be overlooked. An inspection of operations from a purely safety standpoint is helpful even if the man in charge is the inspector.

Some of the things to watch for are the following: 1. housekeeping; 2. guards in place; 3. men using protective equipment where needed; 4. condition of tools, portable ladders, stagings and gantlines in use; 5. sanitation in heads and showers; and 6. broken rails, door hooks, etc.

These inspections should not be made with the idea of finding a long list of petty faults, but rather to recognize the hazards that are present and, if practical, to correct them at the time.

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The 117-Foot
WAWENOCK

The Largest Vessel
Built in Our Yard

Our 33rd Large
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Boat in 10 Years

At Gamage's you will find unexcelled facilities for building all types of wooden vessels up to 140 feet, under cover. There are two covered building ways, with overhead cranes for installing machinery. Your new boat can leave Gamage's completely equipped, ready to fish.

HARVEY F. GAMAGE, SHIPBUILDER

BRISTOL YACHT BUILDING COMPANY

SOUTH BRISTOL, MAINE

"A Good Place to Build a Good Boat"

Habits of Lobster Being Revealed By Massachusetts Tagging Program

During the past two years, biologists Charles L. Wheeler and Richard W. Burton of the Division of Marine Fisheries, Massachusetts Department of Conservation, have uncovered the secret habits of the New England lobster by attaching stainless steel tags to 10,000 of the crustaceans. These lobsters were shipped in from Canada and Maine. Smaller than the legal Massachusetts size, they were culled from shipments by coastal wardens.

Numbered tags were attached by elastic bands to the lobster's rostrum—a beaklike protrusion at the head—and hooked to the back of the carapace, the large forward shell. Matching the lobster's identification number is a data card on file at the Marine Fisheries office in Boston, bearing the place of liberation, the date and the quantity placed in the water at the particular spot. One thousand tagged lobsters already have been recaptured by fishermen.

According to Wheeler, lobsters placed in the water at New Bedford, Wareham, Bourne and Woods Hole retreat to Cuttyhunk. Cuttyhunk has the rough bottom the lobsters prefer to have as a hiding place. The crustaceans either find a natural hole in the rocks or dig a hole with their claws and tail.

The two Massachusetts biologists have shattered a time-honored theory of Massachusetts shellfishermen. Boatmen who operate off the rock-bound shores of the State traditionally have contended that a lobster from the north—Nova Scotia in particular—immediately would start returning to its home habitat if shifted to the foreign ocean floor between Cape Ann and Cape Cod.

However, the biologists claim that northern lobsters moved to Massachusetts waters take up permanent residence. The northern lobster finds the warmer Massachusetts water provides faster growth for its young, according to the biologists.

Two years ago Massachusetts changed its lobster laws because too many $\frac{3}{4}$ -pound lobsters were being caught. To determine whether or not a lobster is short, the fisherman places a metal caliper—now 3 $\frac{3}{16}$ inches wide in Massachusetts—from the lobster's eye socket to the back of the large front shell. The recent 1/16-inch increase in length over the former 3 $\frac{1}{2}$ -inch minimum size may represent a weight increase of $\frac{1}{4}$ pound.

In 1950, when a short lobster was under 3 $\frac{1}{2}$ inches, the total yield was 3,110,280, valued at \$1,255,262. After the Legislature increased the size of a "short", the yearly catch climbed to 3,716,381 in 1951. Fishermen in that year earned \$1,564,305 from their lobster catches.

The Massachusetts Division of Marine Fisheries recently opened a lobster hatchery on Martha's Vineyard. Located on Lagoon Pond at Oak Bluffs, the hatchery enjoys natural heating of the shallow salt water basin.

Special permits are issued to selected lobster fishermen to collect egg lobsters—the females covered with eggs on the underside. These are turned over to the hatchery, where the eggs hatch under sheltered, controlled conditions.

Under natural circumstances in the ocean, many eggs are eaten by fish and gulls after floating to the surface. When the lobsters have grown sufficiently at the hatchery, they are released.

A "V" notch is clipped into the side flippers of the females before they are turned loose. Anyone catching a lobster with this marking is required to return it to the waters.

Biologists Wheeler and Burton currently are devising a new tagging system to be used in the future for obtaining data on lobsters which inhabit deep waters. They hope to place identified lobsters in offshore depths ranging from shallow to 100-fathom water. Lobsters, they point out, are found as far out as Georges Bank, between 200 and 300 miles from the coast.

The New Dragger "Wawenock"

Is equipped with an

IDEAL FISH HOIST

The "C2C" Series double gypsy Electric Fish Hoist on the new dragger "Wawenock" is a compact, rugged unit, with all welded steel case. It has a capacity of 1200 lbs. and 92 ft. per minute, and the 5 hp. motor is in a watertight enclosure.



The Ideal Fish Hoist assures quick unloading of big catches with minimum effort and utmost dependability.

IDEAL WINDLASS CO.

East Greenwich, Rhode Island

PFLUEGER HOOKS

- LONGER RUST RESISTANCE
- UNIFORMITY OF TEMPER
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752 Different
Types and Sizes
Regularly Stocked

THE ENTERPRISE MFG. CO., AKRON 9, OHIO
89 years making fine fishing tackle

PFLUEGER A GREAT NAME IN TACKLE
(Pronounced "FLEW-GER")

American Fisheries Society Meets in Milwaukee

The 83rd annual meeting of the American Fisheries Society was held September 16, 17, and 18 at Milwaukee, Wis. Much of the program was devoted to management of fish in impounded waters and to reports of research on fish diseases. One paper by Alex Calhoun, chief of the Inland Fisheries Branch of the California Department of Fish and Game, was on "Hypnotic Drugs as an Aid in Fish Transportation."

Mr. Calhoun disclosed that the use of Sodium Amytal, a hypnotic-type barbiturate drug, lessens by half or more the amount of water needed in transporting fish. This reduces appreciably the cost of stocking artificially-propagated fishes. Doses used are on the order of one-half grain per gallon of water.

Fish recover rapidly when placed in fresh water, and no ill effects have been observed. Extensive use already is being made of the drug in California. It is particularly valuable in airplane planting of fish, where it reduces the heavy loads of water.

Officers elected by the American Fisheries Society for the coming year were as follows: president, Fred A. Thompson of the Department of Game and Fish, New Mexico; first vice-president, A. L. Pritchard, Canada; second vice-president, George E. Sprecher, Wisconsin Conservation Department; secretary-treasurer, Everett Speaker, Wisconsin Conservation Department.

The Society's standing committee on commercial fisheries is composed of John L. Hart, Canada, chairman; John DeQuine, Florida; Gordon Gunter, Texas; George Y. Harry, Jr., Oregon; W. H. R. Werner, Canada; Richard T. Whiteleather, Washington, D. C.; and A. H. Underhill, New Jersey.

Improving Shellfish Sanitation

(Continued from page 14)

Aside from the fact that no oyster packer wishes to be blamed for the results of mishandling of his product by an unscrupulous of uninformed repacker, there is the more fundamental danger to our entire system of controls if the integrity of the certification concept cannot be maintained. We plan more vigorous actions in this direction.

Recommendations for Breeding Plants

Of the new technological developments, none has attracted more interest, or seems to give greater promise, than the packaging of frozen shellfish, including those which are bred for immediate use by the housewife. The ingredients used in the batter mixes, and the special handling necessary in processing, have brought about a need for special recommendations for such operations.

A draft of recommended sanitation procedures for this portion of the shellfish industry has been written for discussion purposes. The final document will be prepared after we receive comments from all concerned, including industry representatives. In its preparation, such items as procedures for hand-processing and the proper design of machinery for doing the work mechanically were covered; the steps necessary to insure supplies of batter mix and breeding ingredients of good quality were outlined; and the details of packaging and labeling were covered.

This new field in the shellfish industry has attracted many operators, not a few of whom are located long distances from the coast, who are largely unfamiliar with the traditions of the shellfish industry, and are dependent on shipments of shucked shellfish from others. They need special guidance in order to produce a package which is a credit to the industry.

The possibility of using high-intensity electron beams, or other radiation, on various perishable foods, for the purpose of increasing storage life and eliminating or decreasing the need for refrigeration, is one of the most

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spectacular ideas of recent times. While technical difficulties may be very great, and while not all perishable foods may be adapted to any type of radiation, research already has opened the door to some practicable applications.

The U. S. Public Health Service has been much interested in this possibility, particularly as applied to shellfish, for the last several years, and now has a food-sanitation specialist carrying on research in this field. If it should develop that radiation of shellfish is practicable as a preservative, and a further safeguard to add to normal measures, the impact on the industry would be enormous.

Frozen Shellfish from Foreign Countries

One of the most complex problems in the shellfish business facing health officials now is the question of what to do about shipments of frozen clams or other shellfish meats arriving from foreign countries. Responsibility for permitting or denying entry of such shipments when presented at ports of entry lies with the Food and Drug Administration.

Objective examination of samples collected from foreign shellfish at the time of entry does not give satisfactory evidence of the sanitary conditions under which the shellfish were produced and packed. It is, therefore, difficult to decide which shipments should be admitted and which denied entry. Obviously, one of the most serious effects of the arrival of such imports into the United States, aside from the possible direct health significance of these products, will be the impact on the voluntary certification system upon which we base our sanitation controls.

In the case of Canadian shellfish, we have been able, by reason of intimate knowledge of conditions in Canada, to arrange for a mutual endorsement of control efforts that has been very successful. At present, we do not know what direction developments will take for the two or three other countries which have expressed an interest in sending frozen shellfish to the United States.

The foregoing, in a general way, will give an idea of the forces which our system of shellfish sanitation control has been called upon to meet. Without rather drastic adjustments, there seems little hope of our mutual effort continuing to meet these changed conditions. We in the U. S. Public Health Service, therefore, are now preparing a detailed analysis of these problems for the consideration of State health officials and the industry. The direction which our program will take will be dictated largely on the basis of careful discussions among all concerned.

**New Scallop Bed Discovered
East of Nova Scotia**

A new scallop bed with good commercial possibilities has been discovered in the northwestern portion of St. Pierre Bank, about 120 miles east of Louisburg, N. S. The discovery was the result of offshore scallop investigations planned and carried out for the Federal Department of Fisheries by the Atlantic Biological Station at St. Andrews, N. B.

Tests made with standard deep-sea scallop gear brought up hauls comparable to those taken on Georges Bank, both in size of catch and quality of meat. The stocks on the St. Pierre bed average $4\frac{1}{2}$ " in height, and about 25 meats are required to make up a pound.

The specimens caught in exploratory dragging were almost exclusively six years old, which is relatively young, and with rapid growth still occurring it is expected that the quantity of meats per haul will be considerably better next year. The test catches varied from 10 to 24 bushels for a haul lasting 45 minutes, representing an estimated yield of from 45 to 110 lbs. of meat per haul.

The St. Pierre scallop bed is about 25 square miles in area, occupying a position between $46^{\circ}19'$ and $46^{\circ}26'$ north latitude, and between $57^{\circ}00'$ and $57^{\circ}05'$ west longitude, at depths of from $19\frac{1}{2}$ to 24 fathoms.

Equipment and Supply Trade News

Kit for Making V-belts in Different Lengths

Everything needed to make up V-belts of any length is included in the new Alligator V-belt drive units offered by Flexible Steel Lacing Co., 4607 Lexington St., Chicago 44, Ill. Introductory units contain Alligator open-end V-belt, fasteners and tools, while replacement units contain only belting and fasteners. The units are furnished for A, B, C and D drives.

The new units are excellent for emergencies and when the correct endless belt is not available. There has been a steady increase in the use of open-end V-belt and fasteners, and the new packaging program will extend their availability.

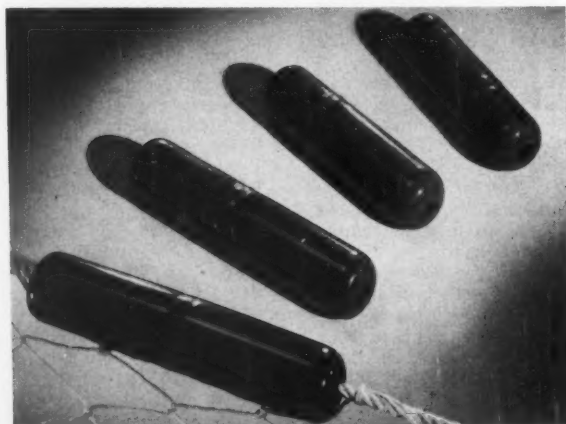
Diesel Engine Corp. Is New Distributor of General Motors Diesels in New York Area

The Detroit Diesel Engine Division of General Motors has announced the appointment of the Diesel Engine Corporation as distributors of its GM marine Diesel engines in the New York metropolitan area. The new distributor replaces the New York marine sales office formerly maintained by Detroit Diesel at 1775 Broadway.

Heading the new distributorship as president is George W. Codrington, former general manager of the Cleveland Diesel Engine Division of GM and a pioneer in the application of Diesel engines in the marine industry. Among other officials are Victor Anderson, executive vice-president; Henry Knese, vice-president and W. C. Gould, vice-president and general manager.

The Henry Knese Marine Sales and Service Co., Inc. of Flushing, New York, a former direct dealer of Detroit Diesel, has been absorbed in the transaction and its facilities on College Point Causeway are being utilized by the new company. Mr. Knese, in addition to serving as a vice-president, also is general manager of the service facility.

Former direct sales dealers of the Detroit Diesel Engine Division in the New York metropolitan area will continue as dealers for the new distributor. These include Diesel Engineering & Equipment Co., Woodbridge, N. J.; General Marine Repair Co., Brooklyn; H. W. Sweet Shipyard & Machine Works, Inc., Greenport, Long Island; and West Haven Shipyard, Inc., West Haven, Conn.



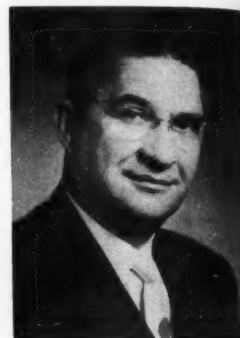
"Peanut" gill net floats molded of durable Tenite plastic are a new addition to the line of J. H. Shepherd Son & Co., Elyria, Ohio. The Tenite buoys have a lasting smooth finish and integral, chipproof color. They are highly resistant to corrosion and to the chemicals of salt or fresh water, and maintain a consistent buoyancy. The "peanut" floats come in six sizes ranging from 1 1/4" x 3" to 1 1/4" x 6".

Edwards Managing P&H Diesel Division

Harnischfeger Corp. has appointed Frank C. Edwards as general manager of the P&H Diesel Engine Division in Crystal Lake, Ill. Mr. Edwards, whose entire business career has been spent with Harnischfeger Corp., has served the company in a number of different capacities since he first began his employment in the Milwaukee shops in 1925.

He has been affiliated with various of the firm's district offices, among which were those in Memphis, New York, Jacksonville and Pittsburgh. He also was general manager of the company's former truck crane plant in Newark.

For the past four years, he has held the position of sales manager of P&H's Small Excavator Division.



Frank C. Edwards

Sudbury Aqua-Clear Feeders Lengthen Life of Engine Cylinder Liners

Recent experience of a number of boat owners has shown that engines which are salt-water cooled, using the Sudbury Aqua-Clear feeder, do not need to have their cylinder liners replaced as often as those not equipped with the feeder. In addition, periodic examinations show the cooling passages of these engines to be virtually clear of rust, corrosion and salt.

After almost 9 months of operation with the Sudbury Aqua-Clear feeder, the block and head of the 350 hp. Diesel aboard the West Coast tugboat *Despatch* #2 were carefully inspected. During this period, the boat owner was able to increase the engine's operating temperature from 110 degrees to between 140 and 160 degrees, thus materially improving the efficiency of the power plant. According to the owner, there was not a trace of rust or salting down in the engine, and furthermore, there was no evidence of electrolysis. Under the former procedure, the owner reports that he would have had to replace 4 liners during the 9-month period.

In a 20-month period following installation of a Sudbury Aqua-Clear feeder, the cylinder head on the Model CE 2-cylinder Lister Diesel auxiliary in the Boston, Mass. dory trawler *Adventure*, Capt. Leo Hynes, was removed twice for inspection of the cylinder liners. However, Wharf Machine & Electric Co., Inc., of Boston found it unnecessary to remove the liners, and, in addition, the water jacket and circulating ports in this old engine (installed 1937) were practically free from rust and other fouling matter.

Formerly, due to electrolysis, the Lister liners on the *Adventure* decomposed, on the water jacket side, at a rate which necessitated their renewal at intervals of about 9 months.

New England Representative for Sen-Dure

The Industrial & Marine Supply Co., of 69 Tenean St. Boston 22, Mass., has been named to represent Sen-Dure Products, Inc. in the New England territory. The Boston firm will assist the marine trade with both sales and service details. Service will be provided for the user of Sen-Dure equipment whether the product was supplied by the engine or craft builder or obtained through a local dealer.



The Sign of Reliability



It stands for an organization long experienced in the sales and servicing of the best in Marine Engines—

CATERPILLAR DIESELS

Our Sales, Parts, and Service Departments are all committed to the principle that the worth of the product it sells depends upon the service given by the seller. You can rely on PEMCO.

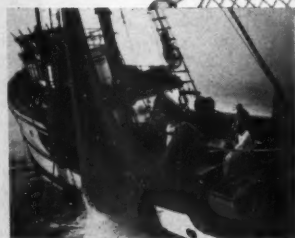
PERKINS-MILTON CO. INC.

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B.F. Goodrich Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

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Engineers and National Distributors

Chris-Craft

WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats
—for any commercial use!

Model B, 60 h.p.

Model K, 95 h.p.

Model M, 130 h.p.

Model W, 160 h.p.

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:



Paul Miller

"I have owned Chris-Crafts for nearly 16 years and have had good service from all of them," writes Paul Miller, Cedar Rapids, Ia., skipper-owner of Cedar River's new 64-ft., 150-passenger dance boat, Kapa Ann. "So when the Kapa Ann was built, I installed a pair of Chris-Craft Marine Engines with Chris-O-Matic controls. On a passenger boat of this kind, good dependable power is very important—you can't afford less than the best. Chris-Craft engines and Chris-O-Matic give top performance at all times!"

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

CHRIS-CRAFT CORP., MARINE ENGINE DIV., ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORP., Algonac, Mich.

Send FREE Chris-Craft Marine Engine Catalog to:

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Name _____

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Frank W. Flewelling, who has become manager of netting sales of The Linen Thread Co., Inc., with headquarters at Paterson, N. J. Mr. Flewelling started with the Company in 1924 in the shipping room of the Boston office. He advanced through the years to general office work and selling, and was appointed assistant manager of the Chicago office in 1939.



Radar Reflector Aids Safe Navigation

Designed to aid safe navigation and protect smaller boats at sea, a new radar reflector has been placed on the market by CPS Reflector Co., 265 Northern Ave., Boston 10, Mass. It is made primarily for use on smaller boats that have a limited amount of metallic surfaces above the water line, which makes it difficult for them to be seen on a radar screen.

With a CPS radar reflector placed above deck or suspended from the mast, the boat can be picked up by radar-equipped vessels at distances three to four times greater. A boat with a large model CPS reflector has been found to be visible 18 miles off. The use of the reflector reduces the possibility of a boat being run down in bad weather, and increases its chances of being located when in distress.

The radar reflector also can be used advantageously on fishing mark buoys. An ordinary bamboo buoy, fitted with reflector, can be seen over three miles away. Thus a radar-equipped fishing vessel can find its buoys in minimum time.

The CPS reflector is easy to install. It can be mounted permanently or removed for stowage when not in use. It can be slipped over a metal antenna, or lashed to a mast or pole. The reflector is made in three sizes: Model GS, 9½ x 9½ x 9", visible up to 5 miles; Model P, 13½ x 13½ x 13", visible up to 10 miles; Model GP, 17½ x 17½ x 17", visible up to 15 miles.

Very light in weight, the reflectors have 32 different mesh wire surfaces, at right angles to one another, which provide radar echoes regardless of what position the reflector is in. Standard color is red but other colors are available. The reflector has tubing in the center, ¾" diameter on the small and medium size models and 1" diameter on the large model, which is fitted with set screw.

Pamphlets on Caterpillar Engines

Two new booklets recently released by Caterpillar Tractor Co., Peoria 8, Ill., are titled "Dependable Fishing Power" and "Caterpillar D337 and D326". The former urges boat owners to "spend time fishing—not fixing". In this eight-page, two-color booklet, Caterpillar powered boats are shown fishing in Mexican, Alaskan, Egyptian and American waters. Designed to inform fishermen in the 70 countries where Caterpillar has marine dealers, the pamphlet is available in Spanish, French, Portuguese and English.

"Caterpillar D337 and D326" is a 16-page booklet which gives detailed breakdowns of component engine parts, and deals with these 6-cylinder Diesels outfitted for marine duty. Front and side view cutaway drawings show engine parts arrangement and the cooling liquids—lubricating oil in yellow, jacket water in green, and sea water in white. Other functional diagrams detail the fuel injection and precombustion system. Material specifications and quality standards used by Caterpillar for vital parts are given, and several pages are devoted to marine attachments for these Diesels.



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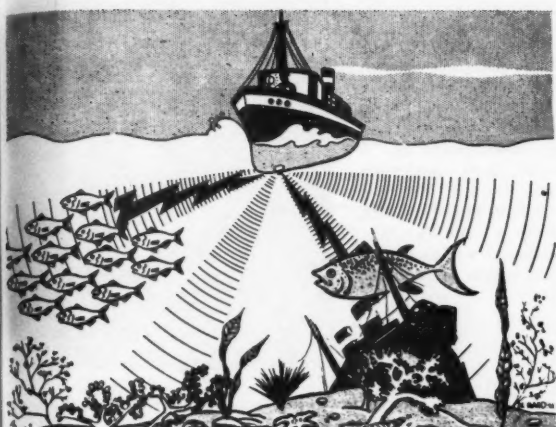
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Panoramic view drawing showing how the new Honeywell Sea Scanner enables fishermen to "see" everything that lies ahead and to the sides of their boats, as well as directly underneath.

New Sonar Device Scans Underwater Area Ahead, Beside, Beneath Boat

A new sonar device that enables fishermen and marine pilots to "look around" under water and "see" ahead and to the sides of their boats, as well as directly underneath, was demonstrated in New York's harbor the first of this month by Minneapolis-Honeywell Regulator Co.

Developed by the Company's marine equipment division in Seattle, Wash., the device is a new type electronic echo-sounding instrument with a revolutionary engineering feature that permits it to scan under water like a sweeping searchlight. Installed aboard one of Moran Towing Company's tugs, the instrument, in its first public demonstration, charted the contours of the harbor and channels, picked up such underwater objects as pilings and buoys, and displayed its ability to "find fish."

Called the Sea Scanner, the device operates like radar but uses bursts of high-frequency sound waves instead of radio signals to probe the underwater depths. In principle, it is similar to depth sounders. However, unlike depth sounders which "look" only in one direction—usually straight down under the boat—the new Honeywell instrument automatically sweeps back and forth at any



The audio-visual indicator unit of the Honeywell Sea Scanner. As the instrument's "eye" automatically sweeps back and forth over maximum 180-degree area, fish and other underwater objects show up on the viewing screen as pips of light. White line in this closeup view indicates how sound waves are fired out into the water in a narrow beam. Pilot can select range or scanning angle desired simply by turning control switches.

NEW: Prime Quality!

• built to fishermen's specifications

Rubber clothing designed with all the features that commercial fishermen, who constantly wear-test our garments, tell us are desirable and useful. Vulcanized watertight seams, roomy cut for maximum comfort; specially developed compounds provide greater resistance to sun, water and abrasion. In 3 colors: Black, Yellow, Olive Drab.

U.S. SQUAM HAT

- reinforced water-shed brim

U.S. MARINER SUIT

- Strong fabric, neoprene coating outside; inside, overalls have elastic insert suspenders, reinforcing knee patches, cut-off bands for shortening leg length if desired. S-M-L.
- Collar cut for maximum comfort.
- Extra sleeve facing for longer wear.
- Sleeve "cut-off" prevents curling, raveling.
- Jacket has fly front.
- Eyelet drainage on side pocket.
- Rust-resistant hardware throughout both garments.

TRAWLER BOOTS

- black thigh
- felt lined
- "Fin-Guard" vamp



★ SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES ★



UNITED STATES RUBBER COMPANY
Rockefeller Center • New York



"There's only ONE reason!"

IT'S JUST THAT SIMPLE. There's only one reason in the world why so many commercial fishermen prefer Roebing wire rope... *it costs a lot less on the job than any other.*

For maximum wire rope efficiency and economy, call your nearest Roebing office for a Field Man. He'll recommend the best ropes for your type of fishing.



ROEBING



A subsidiary of The Colorado Fuel and Iron Corporation

JOHN A. ROEBLING'S SONS CORPORATION, TRENTON 2, N. J. BRANCHES:
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5340 E. HARBOR ST. • NEW YORK, 19 RECTOR ST. • ODESSA, TEXAS,
1930 E. 3RD ST. • PHILADELPHIA, 230 VINE ST. • SAN FRANCISCO, 1740
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EXPORT SALES OFFICE, TRENTON 2, N. J.

The underwater Soundome unit of the Sea Scanar, from which sound waves are sent out and returning echoes picked up. A special hoist mechanism lowers the unit when the Scanar is turned on, and raises it into a fair-weather or well protection when system is shut off.



desired depth, peering ahead and to the sides and giving a panoramic view of everything within its range.

Its scanning eye can "see" out into the water for more than a quarter of a mile (1,600 feet), but also operates at 800 and 400-foot ranges. It can scan the entire 180-degree area from port to starboard, or, if desired, can be pinpointed to sweep a 90 or 45-degree area. The scanning can be done at any depth from the surface of the water to the bottom.

Whatever the instrument "sees"—whether it be fish, underwater obstructions or the contours of the bottom or channel—is shown on a radar-type screen mounted in the pilothouse. The Sea Scanar also has an audio feature that enables the presence of underwater objects to be identified by "pings" of returning echoes.

In addition to finding fish, the Sea Scanar shows the distance of the school from the boat, how deep the school is, its approximate size, which direction it is traveling and how fast.

Although the Sea Scanar is fully automatic, it can be operated manually to "track" schools of fish or other objects moving under water. This is done by simply flicking a switch and then turning a control knob to direct the sound waves toward the fish.

When used as a navigation aid, the ability of the instrument to "look" out to each side permits pilots to navigate close to shore with safety, particularly at night or in fog. In addition to measuring depth beneath the boat, the device gives a clear picture of channels, and picks out sand bars, shoals and all other underwater hazards.

The instrument "sees" by means of high-frequency sound waves. These sound waves are fired out or down into the water in a narrow beam from a transducer mounted on the bottom of the boat. The secret of the instrument's scanning is the ability of this transducer to sweep back and forth automatically.

When the sound waves strike objects having a density different from that of water, portions are reflected back as echoes. The returning echoes are picked up by the transducer, magnified electronically and translated into signals that show up on the radar-type viewing screen as "pips" of light or are heard as "pings".

The screen has a spiderweb of lines, indicating bearing, range or distance. The position of the "pips" in relation to the lines reveal both distance and bearing. Distance is automatically computed by measuring the time interval between the sending of the sound wave and the returning echo.

New Booklet on "American Brand" Nylon Rope

A new folder by American Manufacturing Co., Brooklyn, N. Y. cordage mill, contains extensive information about the characteristics of "American Brand" Nylon rope. The pamphlet includes up-to-date weight and strength charts on filament Nylon rope from 3/16" diameter to 2-1/4" diameter, and spun Nylon 1/4" diameter to 5/8" diameter. A copy of this folder may be obtained by writing to American Manufacturing Co. at Noble and West Sts., Brooklyn 22, N. Y.

Fish Landings

For Month of September

Hailing fares. Figure after name indicates number of trips.

BOSTON

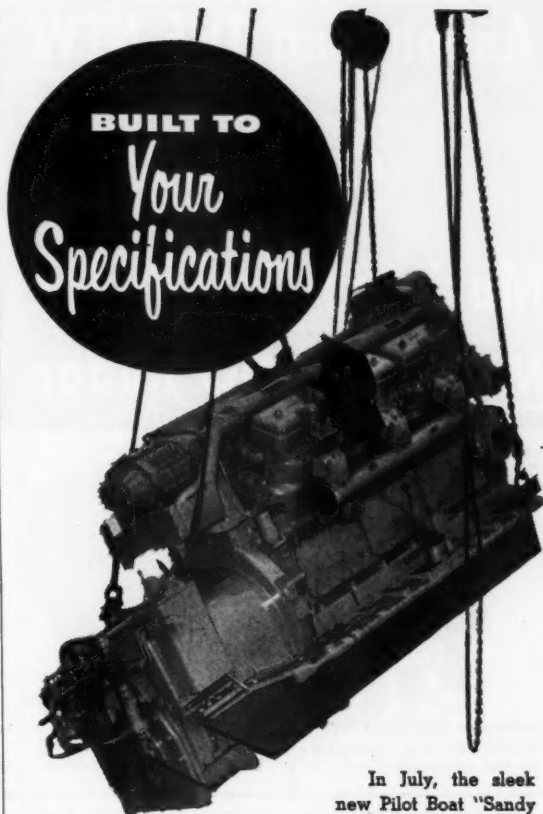
Acme (6)	89,100	Mabel Mae (3)	175,300
Addie Mae (8)	90,700	Maine (2)	165,700
Adventure (2)	137,500	Manuel F. Roderick (3)	131,400
Agatha & Patricia (4)	119,500	Maria Christina (4)	14,200
Alden (1)	15,000	Maria Dei S. (7)	65,400
American Eagle (4)	137,900	Mary & Jennie (7)	69,000
Angie & Florence (3)	43,200	Metacomet (2)	20,000
Annie & Josie (8)	67,300	Michael G. (5)	104,600
Arlington (3)	246,500	Michigan (3)	210,000
Atlantic (Dragger) (1)	34,400	Mocking Bird (3)	121,100
Atlantic (O.T.) (4)	157,200		
Ave Maria (Dragger) (8)	117,400	Nancy B. (3)	73,400
Ave Maria (O.T.) (1)	29,000	Natale III (1)	17,000
		Nautilus (2)	87,800
Baby Rose (2)	99,600	Neptune (2)	113,800
Bay (2)	131,100		
Bonnie (3)	256,100	Ohio (3)	132,700
Bonnie Lou (2)	60,000	Olympia (4)	91,700
Brighton (2)	103,800	Olympia La Rosa (3)	143,500
Brookline (1)	34,000		
		Pam Ann (3)	188,700
California (4)	114,400	Phantom (2)	129,500
Calm (2)	149,400	Philip & Grace (2)	118,300
Cambridge (3)	205,900	Plymouth (3)	200,100
Carmella Maria (4)	69,100	Princess (2)	45,000
Carol & Jean (2)	71,000		
Catherine B. (Drag.) (4)	129,400	Racer (3)	195,800
Catherine B. (L.T.) (7)	30,000	Raymonde (1)	59,500
Charlotte M. (1)	33,500	Red Jacket (3)	253,200
Cherokee (3)	94,800	Roma (7)	69,000
Cigar Joe (4)	111,300	Rosa B. (2)	140,000
Comet (2)	133,500	Rosalie D. Morse (2)	100,200
C. R. & M. (1)	13,000	Rosemary (3)	46,000
Crest (2)	202,200	Rosie (6)	62,600
		Rosie & Gracie (1)	11,000
Delaware (1)	39,000	Rush (3)	193,000
Diana C. (3)	88,000		
Dolphin (1)	35,000	Sacred Heart (7)	48,500
Doris F. Amero (2)	67,400	St. Anna (6)	34,600
Drift (2)	117,400	St. Joseph (4)	121,900
		St. Peter (2)	55,700
Edith L. Boudreau (1)	31,400	St. Peter II (2)	129,600
Elizabeth B. (3)	216,900	St. Rosalie (2)	68,300
Evelina M. Goulart (2)	91,200	St. Theresa (3)	67,000
		St. Victoria (2)	81,200
Famiglia (4)	87,100	Salvatore & Grace (3)	61,400
Flying Cloud (3)	261,000	San Antonio II (4)	20,800
4-H-823 (6)	19,500	San Calogero (7)	84,500
4-R-630 (2)	7,400	Santa Maria (4)	128,300
General & Phyllis (3)	107,800	Santa Rita (7)	27,000
		Santa Rosalia (5)	10,400
Hazel B. (1)	29,500	Santina D. (1)	5,000
Helen M. (1)	21,100	Savoia (7)	36,100
Hilda Garston (2)	123,100	Sea Hawk (2)	78,200
Holy Family (1)	37,000	Sea Queen (3)	95,100
		Sunlight (1)	52,800
Ida & Joseph (2)	71,100	Swallow (3)	209,600
Jackie B. (1)	18,900	Terra Nova (1)	15,800
Jane B. (2)	110,500	Texas (2)	76,000
J. B. Junior (2)	122,100	Thomas Whalen (3)	211,900
Jennie & Lucia (2)	47,700	Triton (3)	133,300
Jorgina Silveira (2)	38,900	Two Pals (1)	1,600
Josephine F. (3)	14,100		
Josephine F. II (4)	78,500	Virginia (3)	125,500
Josie M. (5)	53,600		
		Wave (2)	123,700
Lawrence Scolia (1)	13,200	Weymouth (2)	125,100
Leonarda (3)	17,600	Wm. J. O'Brien (3)	213,200
Leonard & Nancy (3)	120,700	Winchester (3)	242,500
Little Nancy (4)	139,800	Wisconsin (3)	299,300
Little Sam (6)	65,000		
Lorine III (1)	9,600	Yankee (3)	95,700
Lucky Star (3)	154,500		

Scallop Landings (Gals.)

Rhode Island (1)	1,000
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STONINGTON, CONN.

America (14)	19,500	Lindy (6)	1,800
Bette Ann (15)	9,100	Little Chief (13)	8,500
Betty Boop (13)	10,100	Marise (16)	9,800
Carl J. (9)	19,100	Mary A. (11)	6,400
Carol & Dennis (10)	30,800	Mary H. (16)	5,700
Carolyn & Gary (13)	8,600	New England (6)	19,000
Catherine (3)	2,400	Old Mystic (16)	14,200
Connie M. (18)	12,400	Our Gang (7)	29,100
Conquest (9)	5,000	Pvt. Frank Kessler (10)	36,000
Eleanor (13)	2,000	Ranger (3)	10,000
Fairweather (18)	25,800	Rita (13)	31,800
Five Sisters (14)	17,700	Rose L. (1)	200
Harold (12)	5,700	Russell S. (2)	11,700
Hess & Walter (16)	12,400	Theresa (8)	30,800
Jane Dore (8)	4,800	William B. (14)	18,300
Lt. Thomas Minor (5)	6,800	Wm. Chesebrough (2)	7,200



In July, the sleek new Pilot Boat "Sandy Hook" was commissioned to serve in the New York area in every kind of weather. From bow to stern she was built to the New York and New Jersey Sandy Hook Pilot Associations' specifications . . . and that included a 400-horsepower Cat* Diesel D397 Marine engine in her hold. Caterpillar* power was selected after thorough consideration of all makes of marine engines, because of the engine's dependability and performance. Take a tip from the men who chose to stake their lives and reputations on dependable Cat Marine Engines. Call us for information on the Cat Diesel that fits your boat. We carry a complete line of equipment and accessories to custom-tailor power to fit your specifications.

*Both Cat and Caterpillar are registered trademarks — ®



Announcing THE NEW



Mariners Pathfinder MODEL 1500 Radar



ANTENNA-TRANSMITTER
Transmitter sub-unit is detachable
for foul weather servicing.



INDICATOR-RECEIVER
may be mounted in horizontal,
vertical or overhead position.

BIGGEST RADAR VALUE

tops in performance, compactness and economy

- 10" Scope
- Reflection Plotter
- Parallel Line Cursor
- 1, 2, 4, 8, 16 Mile Ranges
- Universal Indicator Mounting

The new Mariners Pathfinder Model 1500 Radar gives you big ship radar performance in trim, two-unit equipment compactly designed for greatest economy of space and cost. It offers every advance in modern radar development plus all-new 1954 design for simplicity and reliability of operation, space and weight saving, ease of installation and maximum accessibility for maintenance.

The compact, drip-proof indicator-receiver unit is designed for shelf, bulkhead or overhead mounting with the viewing surface of the 10-inch, high-definition cathode ray tube inclined for convenient viewing in any position. The Raytheon Reflection Plotter, Parallel Line Cursor and Tune-Test Meter are standard equipment.

The antenna-transmitter unit is designed for ease of mounting on any type vessel, for reliable operation under extreme conditions of wind, weather and icing, and for simplified servicing in fair weather or foul.

Write for complete information

RAYTHEON MANUFACTURING COMPANY EQUIPMENT SALES DIVISION

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DISTRICT OFFICES: BOSTON, NEW YORK, CLEVELAND, CHICAGO, NEW ORLEANS, LOS ANGELES, (WILMINGTON), SAN FRANCISCO, SEATTLE

EXPORT SALES AND SERVICE

INTERNATIONAL DIVISION: 19 Rector Street, New York City

WORLD'S LARGEST PRODUCER OF MARINE RADAR

PORTLAND

Agnes & Elizabeth (3)	205,100	Medan (2)	580.00
Alice M. Doughty II (3)	102,200	Nora D. Sawyer (1)	3.50
Ariel (2)	11,000	Ocean Wave (2)	94.00
Batavia (2)	385,000	Onward III (2)	12.50
Challenger (9)	35,800	Polaris (1)	79.50
Chanco (1)	74,000	Powhatan (2)	94.00
Crescent (10)	55,900	Resolute (3)	69.00
Dart (6)	18,800	St. Michael (5)	10.00
Dorothy & Betty II (1)	38,900	St. Theresa (1)	8.00
Elinor & Jean (4)	176,300	Sea King (4)	137.20
Ethelina (4)	143,100	Silver Bay (1)	152.00
Flo (1)	51,900	Theresa R. (3)	295.00
Gretchen & Dale (5)	16,900	Thomas D. (2)	102.20
Gulf Stream (1)	195,000	Vagabond (3)	155.70
Kennebec (1)	41,500	Vida E. II (3)	18.50
Lawson (3)	107,700	Voyager (3)	104.30
Mary & Helen (5)	25,300	Wawenock (2)	443.00

Scallop Landings (Lbs.)

Adele K. (1)	10,476	Catherine T. (2)	12,410
Aloha (2)	19,689	Mary & Julia (1)	10.50
Andarte (1)	12,659	Vandal (1)	9.90
Brant (1)	3,000		

GLOUCESTER

Alden (1)	5,000	Little Flower (8)	189.00
Althea (3)	14,000	Little Joe (8)	151.00
Anna Guarino (7)	53,000	Lois T. (7)	145.00
Ann & Marie (6)	31,500	Lorine III (1)	12.00
Annie (10)	82,000	Lucy Scola (8)	123.00
Anthony & Josephine (10)	154,000		
Benjamin C. (1)	200,000	Madame X. (8)	19.00
Billow (1)	210,000	Malolo (3)	187.00
Bobby & Jack (1)	50,000	Manuel P. Domingos (1)	150.00
Bonaventure (1)	140,000	Margaret Marie (1)	30.00
		Margie & Roy (3)	3.00
California (1)	14,000	Margie L. (8)	117.00
Cara Cara (1)	130,000	Maria Immaculata (11)	260.00
Carlo & Vince (10)	196,000	Marion & Alice (1)	77.00
Carol Jean (1)	7,000	Mary (12)	122.00
Catherine (2)	7,500	Mary & Josephine (1)	195.00
Catherine Amiraault (1)	170,000	Mary E. (9)	74.00
Chanco (1)	55,000	Mary Jane (1)	170.00
Chebeague (11)	166,500	Mary Rose (1)	160.00
Cigar Joe (1)	5,000	Metacomet (1)	9.00
Clipper (1)	150,000	Michael F. Dinsmore (1)	12.00
Courier (1)	200,000	Mocking Bird (1)	10.00
Curlew (1)	160,000	Mother Ann (1)	260.00
Dawn (9)	58,000	Natale III (4)	58.50
Della Mae (1)	150,000	No More (11)	103.00
Dolphin (3)	79,500	North Sea (1)	175.00
Doris F. Amoro (2)	20,000	Nova Luna (1)	3.00
Doris H. (6)	6,000	Novelty (7)	91.50
		Nyoda (4)	86.00
Edith L. Boudreau (1)	10,000	Ocean Life (1)	450.00
Eleanor (1)	20,000	Our Lady of Fatima (1)	210.00
Eleanor Mae (11)	103,500		
Ellen B. (1)	14,000	Pioneer (9)	90.00
Emily Brown (1)	170,000	P. K. Hunt (2)	145.00
Estrela (2)	400,000	Positive (1)	100.00
Eva M. Martin (3)	20,000	Priscilla (5)	4.50
Eva II (8)	41,000	Providenza (1)	2.00
		Puritan (1)	130.00
Falcon (8)	164,000		
Felicia (1)	220,000	Rose & Lucy (4)	104.00
Florence & Lee (1)	180,000	Rosie & Gracie (2)	6.00
Flow (1)	275,000	Rosie C. (5)	29.00
Frances R. (8)	217,000		
Francis L. MacPherson (1)	45,000	Sacred Heart (5)	34.50
Frankie & Jeanne (5)	65,500	St. Anthony (1)	100.00
		St. Francis (6)	82.00
Gaetano S. (3)	120,000	St. John (6)	44.50
Gertrude E. (5)	28,500	St. Mary (9)	233.50
		St. Nicholas (1)	75.00
Helen B. (5)	117,000	St. Providenza (14)	182.00
Helen M. (1)	8,000	St. Rosalie (1)	13.00
Holy Family (2)	194,000	St. Victoria (1)	48.00
Holy Name (8)	135,500	Salvatore (7)	40.50
		Salvatore & Grace (3)	57.00
Ida & Joseph (1)	6,000	Sammy C. (5)	5.50
Immaculate Concept'n (5)	123,000	Santa Lucia (9)	69.00
Intrepid (2)	19,000	Sea Hawk (2)	45.00
Irma Virginia (9)	120,000	Sebastiana C. (4)	127.00
		Serafina N. (7)	319.00
Jackie B. (3)	51,000	Serafina II (5)	162.00
Jackson & Arthur (8)	82,500	South Sea (2)	95.00
J. B. Junior (9)	226,500	Sunlight (1)	190.00
Jean & Patricia (1)	3,000	Superior (3)	10.00
Jennie & Julia (1)	21,000	Sylvester F. Whalen (1)	160.00
Joe D'Ambrosio (4)	20,500		
Johnny Baby (10)	51,500	Theresa M. Boudreau (1)	200.00
Joseph & Lucia (2)	183,000	Tina B. (1)	95.00
Josie II (5)	52,500	Trimembral (8)	89.00
Kelpie (5)	5,000	Villanova (1)	230.00
Killarney (1)	170,000	Vincie N. (2)	20.50
Kingfisher (1)	210,000	Virginia Ann (6)	83.50
Lady of Good Voyage (1)	75,000	We Three (5)	72.00
Leonarda (1)	1,500	White Owl (9)	50.00
Limit (2)	3,500	Wild Duck (1)	150.00
Linda B. (12)	90,500	Winthrop (1)	175.00

Scallop Landings (Gals.)

Monte Carlo (1)	1,000	Nellie-Pet (2)	1.30
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WOODS HOLE

Angenette (1)	800	Madeline (2)	12,900
Cap'n Bill (2)	133,500	Morning Star (5)	4,300
Clara C. (1)	1,100	Nancy Lee (1)	1,600
Dorothy (1)	1,800	Norman Benson (1)	1,200
Eugene H. (3)	128,200	Papoose (1)	1,500
Eva Clark (1)	600	Priscilla V. (3)	40,100
Evelyn F. (1)	500	R. W. Griffin, Jr. (2)	100,300
Genevieve D. (2)	1,900	St. George (2)	2,300
Helen Mae (4)	2,600	Sankaty Head (1)	1,300
Irene (1)	1,800	Three Bells (1)	5,200
Kathy Dick (3)	1,300	Viking (1)	800
Little Lady (2)	200		

Scallop Landings (Lbs.)

Anna (1)	1,930	Mary R. Mullins (1)	10,125
Marie & Katherine (1)	5,963	Monte Carlo (1)	2,004
Marmax (1)	10,016	Palestine (1)	10,125
Mary & Julia (1)	5,434	Pearl Harbor (1)	9,424

Swordfish Landings (Lbs.)

Christine & Dan (2)	18,553	Three Bells (1)	10,593
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NEW YORK

Bobby & Jack (1)	1,000	Felicia (1)	29,000
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Scallop Landings (Gals.)

Beatrice & Ida (1)	1,200	Norseman (2)	1,325
Buzz & Billy (2)	2,175	Olive M. Williams (2)	1,650
Carol-Jack (2)	2,225	Quest (1)	600
Catherine C. (1)	1,100	Rainbow (2)	2,025
Clipper (1)	900	Reid (1)	650
Edith (1)	215	Richard Lance (1)	1,155
Enterprise (2)	1,900	Rosalie F. (1)	500
Florence B. (1)	850	St. Rita (1)	1,000
Gloria F. (1)	825	S. No. 31 (2)	1,235
Hazel S. (1)	300	Susan (1)	750
Jenny (2)	1,400	Whaling City (1)	950
Miriam A. (2)	2,225		

NEW BEDFORD

Adventurer (3)	26,800	Magellan (1)	32,000
Anastasia E. (3)	40,000	Maria-Julia (2)	13,200
Annie Louise (4)	23,800	Mary & Joan (2)	73,800
Annie M. Jackson (2)	27,500	Mary M. (1)	5,000
Arnold (4)	37,500	Mary Tapper (3)	68,300
Arthur L. (4)	77,500	Minnie V. (4)	32,500
Austin W. (3)	41,200	Molly & Jane (3)	46,200
Bernice (2)	7,600	Nancy Lee (1)	5,000
Capt. Deebold (3)	67,900	Nautilus (1)	29,500
Chas. E. Beckman (4)	50,600	Noreen (2)	113,300
Charlotte G. (1)	15,000	Pauline H. (4)	192,700
Connie F. (3)	63,500	Phyllis J. (2)	4,600
		Princess (3)	74,500
		Question (1)	4,300
		Reliance (1)	3,800
		Roann (1)	26,000
		Roberta Ann (2)	56,800
		Rosemarie V. (2)	25,600
		St. Ann (4)	69,600
		Sandra & Jean (2)	56,500
		Sankaty Head (2)	16,300
		Santa Cruz (3)	22,000
		Sea Fox (1)	15,800
		Sea Hawk (3)	58,600
		Shannon (2)	44,300
		Solveig J. (3)	117,500
		Sonya (3)	29,000
		Stanley B. Butler (3)	88,500
		Sunbeam (2)	44,500
		Susie O. Carver (4)	31,700
		Teresa & Jean (2)	61,900
		Three Pals (1)	5,300
		Two Brothers (N.B.) (4)	21,000
		Venture 1st (3)	70,800
		Victor Johnson (3)	63,500
		Viking (3)	84,800
		Viking (Chil.) (1)	3,300
		Whaler (3)	132,000
		Winifred M. (2)	40,800

Scallop Landings (Lbs.)

Abram H. (1)	11,000	Camden (2)	21,200
Agda (2)	12,600	Carl Henry (2)	24,600
Alpar (2)	19,700	Carol & Estelle (2)	22,000
Amelia (2)	17,400	Carolyn & Priscilla (2)	21,200
Anna (1)	10,000	Catherine & Mary (2)	22,200
B & E (2)	18,500	Catherine C. (1)	12,000
Barbara (2)	20,000	Charles S. Ashley (2)	19,000
Barbara Gail (2)	18,500	Christina J. (2)	16,800
Barbara M. (2)	18,500		
Beatrice & Ida (1)	10,400	Dagny (2)	6,500
B. Estelle Burke (2)	26,500	Dartmouth (1)	22,000
Bobby & Harvey (2)	20,700	David A. (2)	18,000
Brant (1)	9,000	David B. (1)	4,600
Bright Star (3)	32,700		

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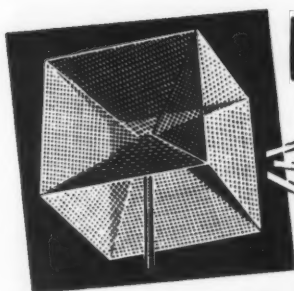
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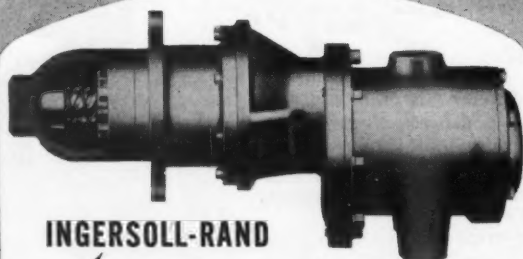
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New Bedford Scallop Landings (Continued)

Doris Gertrude (2)	21,900	Mary Anne (2)	22,100
Dorothy & Mary (2)	17,500	Mary Canas (2)	11,500
Eleanor & Elsie (2)	14,600	Mary E. D'Eon (2)	16,500
Elizabeth N. (2)	21,900	Mary J. Hayes (2)	23,500
Empress (2)	20,000	Mary R. Mullins (1)	11,600
Ethel C. (2)	23,200	Moonlight (3)	35,900
Eunice-Lilian (2)	13,200	Muskegon (1)	8,000
Fairhaven (2)	14,100	Nancy Jane (1)	10,000
Falcon (3)	24,700	Nantucket (2)	19,300
Flamingo (3)	36,400	New Bedford (2)	13,700
Fleetwing (2)	22,100	New Dawn (2)	8,700
Francis J. Manta (2)	14,400	Newfoundland (2)	19,600
Friendship (2)	18,700	Pearl Harbor (1)	10,600
Friendship (N.Y.) (2)	21,000	Pelican (2)	19,000
Gambler (1)	5,400	Porpoise (2)	17,000
Gannet (1)	11,000	Quest (1)	2,900
Gloria F. (1)	5,800	Red Start (2)	15,800
Janet & Jean (2)	22,900	Reid (1)	5,000
Jerry & Jimmy (2)	21,800	Richard Lance (1)	9,500
John G. Murley (2)	17,300	Ruth Moses (2)	15,100
Josephine & Mary (2)	15,500	Sea Hawk (2)	21,500
Junojaes (2)	21,800	Sea Ranger (2)	21,600
Kingfisher (3)	32,000	Skillogolee (1)	6,000
Lauren Fay (2)	21,000	Smilyn (2)	24,700
Liboria C. (2)	14,800	Sunapee (2)	20,000
Linus S. Eldridge (2)	16,200	3 & 1 & 1 (1)	6,000
Louis A. Thebaud (2)	17,800	Ursula M. Norton (3)	36,700
Louise (2)	21,400	Vandal (1)	1,600
Lubenray (2)	21,100	Vivian Fay (3)	36,700
Major J. Casey (1)	10,900	Wamsutta (2)	20,900
Malene & Marie (2)	19,500	Wm. D. Eldridge (2)	24,100
Malvina B. (1)	10,500	Wm. H. Killigrew (2)	19,100
Maridor (2)	22,300		
Martha E. Murley (2)	19,300		

Swordfish Landings (No. of Fish)

Gertrude D. (1)	39
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Georgia Freezer Plant Plans Major Expansion

Plans for a major expansion of the Brunswick Quick Freezer Co. were disclosed recently by Sam Lewis, owner of the firm. Shrimp handling operations will be shifted to the new section, to be a one-story building, and seats for 450 employees will be installed around cleaning, breeding and packing tables.

Facilities for storing three million pounds of shrimp are planned, increasing the present storage capacity six times. The existing building will become the storage division. Frozen storage will be done on a commercial basis for individuals and other firms, as well as for the plant's own output.

Mr. Lewis reported that a new product originated by his firm, frozen and cooked crab meat au gratin, has met with enthusiastic reception from consumers. Brunswick has for years been a world center for production of crab meat, but this is reported to be the first time any large-scale marketing of frozen crab meat has been done.

Appeal from Greek Earthquake Victims

The earthquake that recently struck the three Ionian Islands off the coast of Greece and brought about 600 odd deaths, a thousand and more injured and a complete destruction of towns and villages which rendered the entire population of 118,000 homeless, is a deep wound which will take a very long time to heal. Like all members of the fish-producing industry who have lost their means of livelihood, the fishermen of Cephalonia, Zante and Ithaca are now without boats, engines and nets to enable them to resume their work.

Among the victims are many fishermen who have lost not only all their fishery gear but also their homes. The Greek fishermen ask the fishermen of other countries and the fishery unions to help by sending money or fishing gear to the Archbishop's of Athens Relief Fund.

Connecticut Scallop Season Gets Under Way in October

The Connecticut scallop season began during October in most areas. Niantic fishermen have predicted a good scalloping season. "The scallops appear to be good in size and number," most of them agreed. The open season for taking scallops in the Niantic River is from October 3 to February 28, 1954, inclusive, from sunrise to sunset.

Permits are required for taking scallops from the Niantic River. These are issued by the town clerks of Waterford and East Lyme. Fees are 15¢ for a one-bushel permit, and 50¢ for a three-bushel permit per day. The daily limit is three bushels. Fishermen must use manually-operated scoop nets with an opening not more than 16" wide.

The season at Little Narragansett Bay in Stonington opened September 15 and will close March 31. The Stonington Harbor season opened October 1 and also will close March 31. The owner of a boat who is a citizen and a resident of Connecticut may remove not more than 15 bushels of scallops daily from Little Narragansett Bay or from Stonington Harbor, below the railroad bridge.

In the inland waters of the towns of Stonington and Groton the open season is from October 1 to March 31, inclusive. Permit fees are 15¢ a bushel and \$10 for a season permit. Scallops can be taken only with scoop nets. No more than two bushels per person or per boat for each permit may be taken daily.

This year is the first time the Selectmen of the towns of Stonington and Groton have set the same regulations for the taking of the shellfish in the inland waters. The inter-town cooperation is the result of the difficulties that arose last year in trying to regulate taking scallops in the town-dividing Mystic River.

The regulations will allow permit holders from either side of the River to scallop on both sides. Scallopers who are operating on an annual permit, however, must stick to their own side of the water.

Dragger "Harold" Burns

The 42' dragger *Harold* burned and sank in 20 fathoms off the Quonochontaug, R. I. beach on Sept. 24. Alexander DaSilva, 22, the youngest skipper in the Stonington fleet, and his brother, John, 15, escaped in the ship's dory and were picked up shortly by the pleasure cruiser *Gay Song* out of New York. Coast Guard picket boats from Point Judith and Block Island succeeded in bringing the fire to a halt, but the sea poured in through gaping holes in the bow to sink the vessel.

The Coast Guard was alerted by two surfcasters at the Charlestown breachway, who saw the blazing vessel. Antonio DaSilva, father of the two crew members, was owner of the boat. There will be no salvage try made.

Fungus Disease in Clam and Oyster Larvae

Biologists at the Milford laboratory of the Fish & Wildlife Service recently have noticed a fungus organism in dying and dead hard clam and oyster larvae. It is believed by the biologists that this fungus may account for the difficulties of some workers who often have been unable to grow clam and oyster larvae to the setting stage.

Dr. Victor L. Loosanoff, laboratory director, suspects that failure of set in mature oysters may in some cases be caused by this fungus disease. It is believed that if methods for control of the fungus are found, artificial culture of hard clams and other species may be made commercially practicable.

Dragger Lands Large Sturgeon

A 6' sturgeon weighing more than 200 lbs. was caught off the Rhode Island coast last month by the Stonington dragger *Irene & Walter*. While not a rare fish, the sturgeon is not a common catch in these coastal waters, and specimens as large as the *Irene & Walter's* prize are few.

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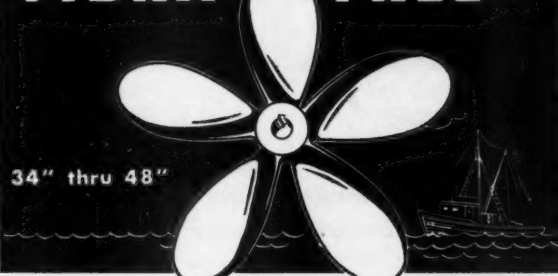
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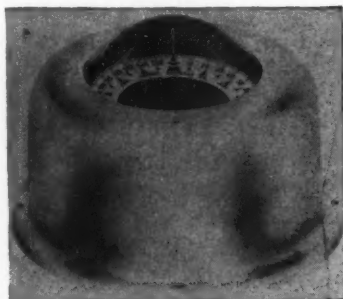
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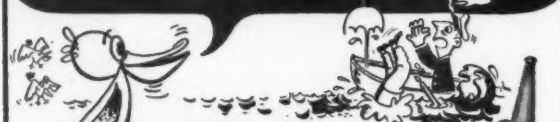
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Sealer 900 pint size can sells for \$1.95
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41 HIGH STREET

OSHKOSH, WISCONSIN

New Bedford Bay Scallopers Begin Season's Operations

October 1 marked the opening of the bay scallop season, one of the most profitable seasonal enterprises in the New Bedford area. More than 500 persons in greater New Bedford will take advantage of the six-month season, many on a full-time scale. Hours for fishing are 7 a.m. to 5 p.m., and commercial fishermen are limited to 5 bushels a day.

A meeting was held last month in Westport to discuss new shellfish regulations adopted early this year. Several important changes have been made, including the requiring of an official bag for measuring scallops taken. These bags, supplied by the State, must be purchased and used by commercial fishermen.

Another feature will be establishment of checking points adjacent to the fishing areas. Holders of commercial licenses may take not more than five bushels of scallops in any one day.

The estimated catch by commercial fishermen last year at Westport was 15,000 bushels of scallops. A total of 201 commercial scallop licenses were issued.

The commercial scallop license fee permitting use of power was set at \$5, and a license without power at \$1, in the towns of Marion, Mattapoisett and Rochester at a recent joint meeting of Selectmen of the three towns.

The daily catch limit for one individual was set at eight bushels. The Selectmen voted to pay 50¢ a bushel for starfish brought in to the docks and checked by shellfish wardens.

Converting Boat to Refrigerated Shrimper

Christiano Aiello is fitting out the first refrigerator boat in New Bedford at Homer's Wharf. The vessel, to be named the *Laura B.* for Mrs. Aiello, is the former 97.6 *Potomska* built at Peirce & Kilburn Corp., Fairhaven, in 1941. Much interest is centered about the craft as workmen convert her back to a fishing boat after service as an Army transport.

She has a 23' beam, 12' draft, gross tonnage of 215, and net tonnage of 167. All of her superstructure has been removed and a new pilothouse is being built aft.

The vessel is powered by a 320 hp. Fairbanks-Morse engine, and her navigation equipment will be installed as work progresses on her. Capt. Aiello will skipper the boat, and plans to take her shrimping. He also has owned the *Anastasia*, *Turtle*, *Nora A.* and *Lillian B.*

Norton Opens Marine Supply Company

Frank H. Norton, owner of Norton's Shipyard, Newport, R. I., has opened the F. H. Norton, Inc. Marine Supplies & Service on Pier 3 in buildings formerly occupied by Mullins Fishing Gear, Inc. He will carry a complete line of marine supplies and will maintain a machine and blacksmith shop. Norton was major bidder for contents of the former Mullins establishment sold at auction September 9.

Mr. Norton is well known locally, as many members of the New Bedford fishing industry have had their vessels hauled at his Newport yard. He has operated the business for the past seven years, and boats recently rebuilt there include the *Sankaty Head*, the *Nancy Lee* and the *Mishaum*. Prior to establishing his boat yard, he was a machinist for the Government.

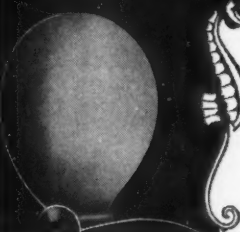
John Harrington, former manager of Mullins Freezer, will manage Norton's New Bedford enterprise. Mr. Harrington was employed by Mullins Fishing Gear for 12 years before managing the freezer plant in Fairhaven.

Record Number of Scallopers

The largest number of scallopers ever to make port at New Bedford at one time arrived early last month with the heaviest amount of scallops ever landed there. Most of the 50 scallopers, which landed with 381,000 lbs., had only

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partial catches, all having heeded "Hurricane Carol" warnings. The catch was sold for 34-34.1¢ a pound.

The last big scallop catch to be landed at New Bedford was on August 15, when 42 members of the New Bedford fleet raced to safety from "Hurricane Barbara" with 240,750 lbs.

Have New Engines Installed

The *Barbara and Gail*, New Bedford scalloper owned by Ben Feldman and Jerry Cornelius of New York, has had a 350 hp. turbocharged Wolverine Diesel equipped with Snow-Nabstedt 3:1 reduction gear and Twin Disc forward power take-off, installed at Hathaway Machinery Co. Other installations on the vessel include a Ross heat exchanger, Winslow filters, Penn alarm switch, Westinghouse Tridyne pilothouse control, Jones tachometer and Hathaway winch.

The *Sea Ranger* has had an 8½ x 10½, 240 hp. Wolverine engine installed at Hathaway Machinery. She is owned by Charles Tapper of New Bedford. The vessel is equipped with Snow-Nabstedt 2:1 reduction gear, Westinghouse Tridyne controls, Curtis air compressor, Ross heat exchanger, Twin Disc forward power take-off and 52 x 40 four-blade Columbian propeller.

New Shrimper Being Built

Abram Reservitz of New Bedford is having a 72' steel shrimper built by Tampa Marine Co., Tampa, Florida. She will be skippered by Capt. Jim Garnet of New Bedford, and will be completed by the first of the year.

The shrimper will be equipped with a 250 hp., 7 x 8½ Wolverine Diesel, and have a 52 x 40 four-blade Columbian propeller. She will be refrigerated and have the latest type Hathaway hoist.

Buys Mullins-Owned Craft

F. H. Norton of Newport, R. I. has purchased the 55' *Palmer's Island* from Daniel Mullins, Jr. The craft is at Norton's Shipyard in Newport being rebuilt. She is powered by an 80 hp. Caterpillar Diesel.

Boats Get New Equipment

Marine Machinery Co., Inc. of New Bedford has installed new exhaust manifolds on the *Eleanore & Elsie*. She is owned by Jack Jacobsen and powered by a 400 hp. Superior engine. The winch aboard the *Jennie M.* has been rebuilt at Marine Machinery, and new galleys have been installed on the *Christine and Dan* of Chilmark.

A 25' former Coast Guard patrol boat has been converted to a bass boat for Donald K. Brazil at Marine Machinery. She is powered by a 115 hp. Chrysler Crown engine.

Operating Out of Florida

The *Lainee K.*, a former member of the New Bedford scallop fleet, is shrimping in Florida. She is owned by Knut Knutsen of New Bedford.

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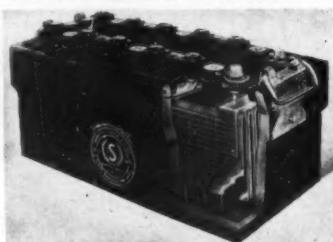
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Vineyard Bailings

By J. C. Allen

October is hull-up on the skyline as of this date and September, dropping into the wake takes with it practically every tradition that has grown up about the month since Capt'n Jack Cabot set the first line-trawl in Boston Bay. Exactly what the gods have in store for the sea-skimmer of these latitudes should show up plainly enough to see within a few weeks' time.

September was a hot month. Not even the mild northers that we had served to cool off the air or water. It wouldn't do to say that Summer fish hung on longer than usual; we don't know that they did. We only know that most people who baited a hook for fun fished later for certain Summer fish because there was nothing else biting. But we also know that these fish had not schooled in paying quantities for the entire season; there has not been one commercial hand-liner in these bearings!

We know too that whereas the Summer fluke ran and brought in virtually the only return that the small draggers hailed, they suddenly disappeared in early September along with whatever bait there was. The season for bluefish and striped bass did not start out encouragingly. Blues showed, but they acted odd, and when they were taken, which was not too frequently, they were as thin as a hatchet and with empty pokes. The same was largely true of striped bass.

Granted it has been years since either variety of fish has been taken in quantity for commercial purposes, and granted, too, that a man is liable to be hove into the condenser for six months if he nets a striper, still there is plenty of interest in these fish which had appeared to be coming back. Now they don't appear to be doing anything of the kind; there is nothing for them to feed on.

Cold Weather Wanted

We didn't get hit by a hurricane when they came breezing north in September. But there is nothing on God's green earth or blue water to prevent us from being blown out of the water in October if the weather holds. The eel-grass, which all hands prayed for when it disappeared, has come back strong. This should affect the shellfishing favorably. And perhaps it will. But nobody knows exactly what to expect if we don't have any cold weather.

Oh we know cussed well that we have complained about cold and snow and ice as much as anyone, but it is clear now that such things have been necessary in order for us to have the Summers that we normally had, and the luck to go with them. If October brings a drop in temperature that lasts long enough to make itself felt, and if the weather tends to be cold from then on, well, we will be hopeful of different going next Summer. Indeed, the luck may well take an up-swing this coming Winter.

Changes Must Be Faced

Changes in industry, whatever they may have been, have marked the course of progress ever since old Jerry Stonehenge, the flint axe-maker, had to go out of business because of the discovery of iron. And we know well enough, that the tipping of the earth's axis, which is what is occurring now, undoubtedly caused a lot of grief among ancient people in one way and another. But we might as well face the thing and do what we can about it. In fact we have to whether we want to or not.

The scientists claim that swing-backs, now and then, are to be expected. Maybe! Our notion is that the period of swing-backs to normally cold Winters has passed. We swung, like a boom in a sea-way for years. But now, brethren, we have squared away; the water is full of Southern marine life and our fish of the Temperate Zone are running before it.

Canadian Report

By C. A. Dixon

Brit Plentiful in September

September this year saw a considerable production of small sardines known as brit, but the bulk of the catch in southern New Brunswick went to the fish meal and fertilizer plants, although a limited quantity was packed in the sardine factories. Day after day capacity cargoes of the little fish were taken aboard the sardine boats at weirs in the St. Andrews Bay area, chiefly those at Bocabec, Digdeguash and around St. Andrews, although the catch in the latter named place was much smaller than those made at the head of the Bay.

At Deer Island very few fish have been caught, and the 1953 season will go down in history as one of the poorest experienced by weirmen and boatmen in that usually productive region. Hake in quantity were caught and sold to animal food factories, as were harbor pollock, the latter bringing the highest price of any variety, namely \$12.00 a hoghead. More money can be made out of the pollock than out of the sardines, as the latter are so small that only a comparatively few cases of canned goods can be obtained from each hoghead.

Fishermen say there is little or no indication that a Fall school of real sardines will materialize. With the advent of the usual heavy Fall gales in October, it is expected that sardine production will be spotty and of a diminishing quantity as Winter draws near.

Claim Herring Pumping Destroys Lobsters

The modern suction pumps used for loading herring freighters are destroying large quantities of lobsters, according to Grand Manan lobstermen. One boatman told of a load of herring looking more like a cargo of lobsters, as the shellfish worked to the top of the heap. Hauled through the pump lines, it is claimed that the lobsters are broken and crushed and many are unfit for releasing to the water.

The pump has speeded up the loading of herring and has removed some of the drudgery from this type of fishing. On the other hand, lobsters form the only reliable "cash crop" Grand Manan has enjoyed in the past year or two, when all other varieties were question marks.

Whales in Passamaquoddy Bay

Never in the history of the Passamaquoddy Bay area have whales of all sizes been so plentiful as during the 1953 season. A veteran sardine boatman of Leonardville is reported to have counted 13 whales spouting at one time off shore from Leonardville harbor. It was estimated that the largest mammal was between 75 and 100' long.

Herring Scale Business Profitable

Fishermen in southern New Brunswick have been enjoying a profitable period in the herring scale business. Many thousands of hogheads of small herring taken in weirs in Charlotte County have provided scales, and these small scales are much superior to those collected from large herring. Scores of boatmen with scaling rigs have been hard at work.

The demand for scales has been steady, and the price of 5¢ a pound has been maintained throughout the season to date. Owing to the slump in the scale business last year, many did not build new boats for scaling, and those already built and equipped were quickly taken over when the fish struck in St. Andrews Bay early in the Fall. Boating scales and brit has made Quoddy waters a busy thoroughfare this Fall, and many craft have been put to good use after having remained idle during the first part of the Summer.

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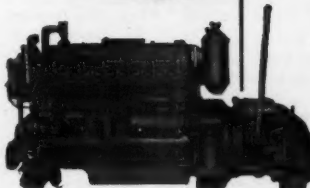
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Northhill Co., Inc., Los Angeles 45, Calif.

BATTERIES—Storage

Bowers Battery & Spark Plug Co., Reading, Penn.

Crescent Battery & Light Co., Inc., 819 Magazine St., New Orleans 12, La.

"Exide": Electric Storage Battery Co., 42 South 15th Street, Philadelphia 2, Pa.

*Surrette Storage Battery Co., Salem, Mass.

Willard Storage Battery Co., 246 East 131 St., Cleveland 1, Ohio.

BOOTS

*United States Rubber Co., Rockefeller Center, New York, N. Y.

CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLOTHING

*The H. M. Sawyer & Son Co., Cambridge, Mass.

A. J. Tower Co., 24 Simmons St., Boston, Mass.

*United States Rubber Co., Rockefeller Center, New York, N. Y.

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Quaker City Cold Storage Co., Philadelphia, Pa.

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John E. Hand & Sons Co., 243 Chestnut St., Philadelphia 6, Pa.

*Marine Compass Co., Pembroke, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

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Plymouth Cordage Co., Plymouth, Mass.

*Tubbs Cordage Co., San Francisco, Calif.

COUPLINGS—Marine

Morse Chain Co., 7601 Central Ave., Detroit 10, Mich.

*J. F. Hodgkins Co., Gardiner, Maine

DEPTH FINDERS

*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

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*Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

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Caterpillar Tractor Co., Peoria, Ill.

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Cummins Engine Co., Columbus, Ind.

*Detroit Diesel Engine Div., General Motors Corp., Series 51, 71 and 110 Marine Diesels, 13400 W. Outer Drive, Detroit 28, Mich.

*The Diesel Engine Corp., 27-18 122nd St., Flushing, L. I., N. Y.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

*Fairbanks, Morse & Co., Chicago, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.

P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*The National Supply Co., Engine Division, Springfield, Ohio.

*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

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*Perkins-Milton Co., Inc., 376 Dorchester Ave., South Boston 27, Mass.

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*Chris-Craft, Marine Engine Div., Algonac, Mich.

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*A. M. Starr Net Co., East Hampton, Conn.

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*Esso Standard Oil Co., 15 West 51st St., New York 19, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

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*Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

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Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

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Hathaway Machinery Co., Inc., New Bedford, Mass.

Ideal Windlass Co., East Greenwich, Rd. Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE
*American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.
*John A. Roebbling's Sons Co., Trenton 2, N. J.
Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

Nautical Facts

Courtesy of "Proceedings of the Merchant Marine Council"

Q. If the vessel is dragging her anchor, what is the proper thing to do?

A. Let out a greater scope of chain. If she continues to drag, let go the second anchor; pay out both chains; and place power on the engines and the wildcat.

Q. What is the necessary precaution in taking a twin-screw vessel away from a wharf?

A. Not to use the inside screw until the stern is well clear.

Q. Name the corrections which are required in a gyro compass due to change of ship's position and speed?

A. The latitude and speed corrections.

Q. When and in what region of the Atlantic do icebergs appear in greatest number?

A. Off the Newfoundland banks as far south as 40 N. latitude during the months of April, May, and June.

Q. What is meant by "hogging" and "sagging"?

A. When heavy weights are placed at both ends of the vessel, this will cause the bow and stern to be lower than the middle body; the vessel is then said to be *hogging*. When a vessel is heavily loaded in the middle body, this part of the vessel is then lower than both ends; the vessel is then said to be *sagging*.

Q. If you were in charge of a lifeboat, how would you prevent it from swinging as the vessel rolled when the boat is at the embarkation deck?

A. By the use of frapping lines. Some vessels carry permanent wire frapping lines which automatically swing the boat into the embarkation deck.

Q. How would you locate and set a course by the North Star if at sea in a lifeboat with a damaged compass?

A. The North Star is located on a line extending from the pointer stars of the big dipper, about midway between the big dipper and Cassiopeia. Since the North Star is always within few degrees of true north (the maximum difference is 2.9° in latitude 70° N.), a course can be set by merely heading the boat in such a direction that the relative bearing between the boat and the North Star is the same as the angle between the desired true course and north. To steer east, head the boat so that the North Star bears abeam to port.

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Commercial and pleasure craft—"A boat to suit your requirements." Edwin B. Athearn, Marine Broker, Oyster Pond Road, Falmouth, Mass. Tel. 2074, or 184½ Middle St., Portland 3, Maine. Tel. 5-0439.

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40', 165 Gray Marine Diesel, ship-to-shore telephone, Bendix depth finder. 40 mackerel nets, 20 tubs of line trawls. Boat now fishing. Apply V. S. Orlando, 38 Lewis St., Boston 13, Mass.

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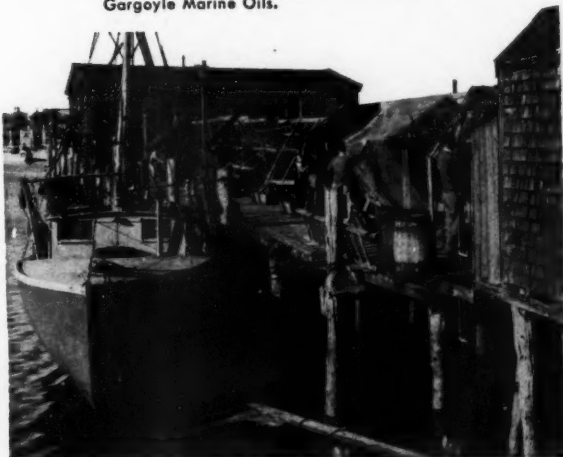
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